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PREFACE.

For the convenience of travellers, this 'Handbook of Denmark' has been published separately from Norway and Sweden. The General Map includes the railways and roads, carefully marked.

The Routes are preceded by an introductory sketch of the nature of the country, its attractions for strangers, its products, people, history, and government, together with such practical hints as to books, dress, plan of tour, &c., as are most likely to prove useful to the Traveller *on the spot.*

The information contained is for the most part based on personal knowledge of the places described, and every effort has been made to render the book as accurate as possible. Any notes of errors or omissions furnished by travellers from their own experience on the spot, and addressed to the Publisher, will be gratefully welcomed by the Editor.

Although the Duchies of Schleswig and Holstein, since 1864, form part of Germany, yet, as one of the principal routes to Copenhagen traverses them, they are described in connection with Denmark, to which country they formerly belonged, and to which they are closely related in their general character, history, and partly (N. Schleswig) in the nationality of the inhabitants.

A brief but comprehensive Guide to **Iceland,** a country more accessible now than formerly, has been added to this Edition, and is the result of experience gained in more than one journey through that Island.

London, January, 1883.

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DENMARK,

WITH SCHLESWIG AND HOLSTEIN.

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1.—Money, Measures, Weights.

Money.—The currency of Denmark is based on a decimal system, and is sufficiently simple. The **Krone** (1*s.* 1⅓*d.*), and the **öre** (about one-eighth of a penny), are the units of the system, and the krone contains 100 öre. At the usual rate of exchange, 1*l.* sterling is equal to 18 kroner. There are gold coins of 10 and 20 kroner; silver coins of 2 and 1 kroner, and of 25 and 10 öre, and copper coins of 5, 2 and 1 öre.

Their relative value in French and English money is as follows:—

		English. £	s.	d.	French. Francs.
Gold.	20 Kroner	= 1	2	2	= 28
	10 „	= 0	11	1	= 14
Silver.	4 „	= 0	4	5	= 5·60
	2 „	= 0	2	$2\frac{2}{3}$	= 2·80
	1 „	= 0	1	$1\frac{1}{3}$	= 1·39
	25 öre	= 0	0	$3\frac{1}{3}$	= 0·35
	10 „	= 0	0	$1\frac{1}{3}$	= 0·14

Two kroner are equal to the old *rigsdollar* (2*s.* 3*d.*).

Paper currency is largely used. The notes are all issued by the National Bank, which has the monopoly.

English sovereigns and bank notes are readily changed in all the large towns, and undoubtedly the most convenient form of money for the traveller to take with him is the Bank of England 5*l.* note.

In Schleswig and Holstein the German Imperial currency is employed, 1 mark is nearly equivalent to an English shilling, and is divided into 100 pfennings. There are gold coins of 20, 10 and 5 marks, and the 20 mark piece is of nearly equal value to the English sovereign. A sovereign is really worth 20 m. 43 pf., and a gold Napoleon is worth 16 m. 20 pf. 1 krone is equal to 1·13 mark; $15\frac{1}{3}$ reals; 35 kopcks; 0·27 American cents; and 0·66 Austrian gulden.

2.—Travelling Expenses.

Of course the expenses of a tour in any country depend to a great extent on the tastes and habits of the traveller, but it may be stated generally that travelling is expensive in Denmark. The krone frequently goes no further than the franc, the drachma, the lira, or the peseta, in their respective countries, although its value is about one-fourth greater.

Measures.—The Danish foot is, like the English, divided into 12 inches, but is a trifle longer, viz. about equal to $12\frac{3}{8}$ English inches. Two Danish feet make an ell (Alen). The Danish mile is 24,000 feet Danish, and consequently rather more than $4\frac{1}{2}$ English miles.

Weights.—1 lb. (Pund) Danish is equal to 1 lb. $1\frac{1}{2}$ oz. avdp. English, and was formerly divided into 32 lod, of which consequently two made an English ounce. The decimal subdivision of the pound has now been introduced, and the use of it is compulsory. It has quite supplanted the old weights. 1 lb. = $\frac{1}{2}$ a kilogramme = 100 kvint, and 1 kvint = ·011 lb. avoirdupois.

3.—Language.

The Danish and Norwegian being the same language, though spoken with a little different accent, and a vocabulary and dialogues being more likely to be of use in Norway than in Denmark, they are placed in the Introductory Remarks to *The Handbook for Norway*, from which the *Serviceable Sentences for Common Use*, p. 24*a*, have been taken. Both the Danish and Swedish languages bear so strong an affinity to the English, that they are not found difficult to acquire.

In Holstein and the south of Schleswig only German is spoken, and it is understood also in the north of Schleswig, where the Danish prevails, by the officials of the railways, &c. In Copenhagen, English is spoken in all the principal hotels and shops.

4.—Passport.

Passports are not demanded of travellers entering the Danish territory, and Denmark was the first monarchy on the Continent which abolished that time-honoured, but often very inconvenient, institution; but a passport should always be taken as a means of establishing identity, and for obtaining access to museums, and procuring letters at the post-office. It is also useful sometimes to show to a banker when you desire him to cash a cheque.

5.—Posting, Railroads, Steamers.

Posting, or as it is called "extrapost," as distinguished from the ordinary or mallepost, is at most places still carried on under the management of Government, and every complaint is therefore promptly attended to. The whole country is provided with a network of excellent macadamized high roads, which possess the additional charm of having no toll-bars, excepting only in the immediate neighbourhood of Copenhagen, where a very few of them still survive. Whilst in England so many of the principal roads are constructed by private persons or bodies, they are in Denmark constructed and maintained either by the Government or by the counties or "Amt." In Copenhagen, however, as well as in Odense and Elsinore, the posting business has been thrown open to private enterprise, and will probably not long survive. As, however, it still exists, we must give some details concerning it. The charge fixed by the tariff of the Royal Extra Post Service, is 3 kr. 30 öre per Danish mile for a "Wienervogn" or chaise, holding 4 persons inside, with 2 horses, besides from 15 to 30 öre for the ordering of

each horse. All that is to be paid is included in a paper called "Time-seddel," issued from the post-office. The traveller pays in advance the sum stipulated therein, after which the postillion has no further claim upon him. The paper is then delivered to the postillion, whose duty it is, on arrival at the station where his service ends, to present it again to the traveller, that he may note down the time of arrival, as well as his approval or disapproval of the postillion, and any other observation he may wish to make concerning the service. The extrapost is bound, from 1st of April to 31st of October, to proceed on all chaussées and equally good roads, when the stage is less than 4 Danish miles, at the rate of 1 mile in ¾ of an hour; when the stage is 4 miles, it is to be performed in 3¼ hours; when the stage is beyond 4 miles, the first mile must be made in ¾ of an hour, and the rest of the journey at the rate of 1 mile in an hour. The postillion is strictly enjoined to be civil and attentive to the travellers, to give assistance, in cases of emergency, in the packing and unpacking of luggage, and is also bound to carry certain tools, in order to be able to remedy any slight accident that might happen on the road. The extrapost is to be on the spot ¾ of an hour after the order for it has been given, and to wait ½ an hour without extra charge. Formerly a complete system of *mail-coaches* existed for the conveyance of letters and passengers, under the authority and management of the Postmaster-General, and though this is now in many places superseded by railways, it is still the usual means of inland travelling. The *mail-coaches* are partly closed carriages, called *diligences;* partly open carriages, called *dagvogne.* The price of a place in one of the former is 65 öre per Danish mile; in the second class 52 öre per mile. 30 lbs. of luggage are carried free; any greater quantity is charged for, but any quantity is carried, subject to certain limits of the size and weight of every package. The porters attached to the post-houses, *litsenbroder*, are bound to carry the traveller's luggage, anywhere within town limits, free of charge.

There are also private omnibuses and "dagvogne" in many places, particularly at railway stations, landing-places of steamers, for the convenience of travellers going to neighbouring towns, other stations, &c. The charges in these conveyances vary, but are generally lower than those just mentioned.

RAILWAYS.—*The railway system* of Denmark is extending rapidly. The first railway built in Denmark Proper was between Copenhagen and Roeskilde on the island of Sealand, which very soon was continued to Korsör on the west coast of Sealand, and from this harbour steamers start twice daily for Kiel, Aarhuus, Nyborg, Flensborg, and other places. In connection with the Korsör Railway, steamers cross the Great Belt

to Nyborg, whence a railway crosses the island of Fyen, *viâ* Odense, and brings the travellers to Strib on the narrowest part of the Little Belt, whence a steam-ferry, in communication with the trains, conveys the post and passengers to Fredericia in Jutland. From this point railways branch off both south and north. The southern branch is in direct communication with the railways of Schleswig and Holstein, and this is one of the routes between Hamburg and Copenhagen. The railway to the north from Fredericia traverses the whole length of the peninsula, and, in connection with steamers from Frederikshavn to Gothenburg, establishes a route from Hamburg and the Continent to Sweden and Norway. A branch of this railway connects Aarhuus on the east coast of Jutland with all the west coast, while another branch runs from Skanderborg to Silkeborg, a picturesque neighbourhood in the very heart of Jutland. A third runs from Kolding due W. to Esberg, whence steamers ply to Harwich in 36 hours, starting on Wednesdays. Besides the great trunk railway, which traverses the whole kingdom, there are several smaller lines. The North Sealand Railway connects the capital with Elsinore, viâ Frederiksborg and Fredensborg, with a branch to Klampenborg, and a line runs S. from Roeskilde through Kjöge and Næstved to Vordinborg and Masnedsund, in connection with a short line on the island of Falster from Orehoved to Nykjöbing. Another line runs N.W. to Kallundborg, whence there are steamers daily to Aarhuus; while a line in a N.N.W. direction runs to Frederikssund and Jægerspriis, a lovely excursion. A short line on the island of Lolland runs from Bandholm to Maribo. The total length of lines is 1800 kilomètres or 1116 English miles, about 500 of which were constructed between 1864 and 1866 by Messrs. Peto and Brassey. 1530 kilomètres of the railways belong to the State.

STEAMBOATS.—It is a necessary consequence of the natural configuration of the country that *steamers* play a great part in the inland traffic, and from Copenhagen a considerable number of boats keep up regular communication with almost every town and harbour of any importance. Those most likely to be of use to English travellers are those which ply in the Sound, between Copenhagen and Malmö, on the opposite coast of Sweden, and on the principal route from Copenhagen to Stockholm, and between Copenhagen, and Elsinore, and Helsingborg, touching at many points along the coast, as well as those which, starting from Copenhagen and bound for the southern islands, touch at the island of Möen. In many places the service of ferries is now performed by steamboats. Complete and reliable information as to travelling in Denmark by railway, post, or steamer, and on telegraphs and letter-post is found in the '*Reiseliste*,' which is published fortnightly, and

in Faber's '*Post og Reisehaandbog for Kongeriget Danmark* (1 kr.), which is published quarterly, or as often as may be required; it is written in Danish, but with explanations of the terms and abbreviations in English, French, and German.

POSTAGE.—The inland postage is the same as in England, viz. 8 öre, or about 1*d.*, for 3 kvint, or ½ oz. English, but the double postage carries a letter up to ½ lb. weight. Within town limits of Copenhagen it is only 4 öre. To England the charge is 20 öre for the same weight. There is a book-post to most other countries at a lower rate, subject to the same conditions as the English. To England the charge is 8 öre, or 1*d.*, for 2 lod Danish (1 oz. English), and anything made of paper may be sent, even proof-sheets with corrections, but no other writing.

Stamps are to be had at the post-offices, and the commoner kinds at most stationers', grocers', &c. Post-cards have been introduced, 8 öre to the United Kingdom.

Money Orders are granted to an amount of 100 kr., when payable in Copenhagen, 200 kr. They are forwarded by the post-masters.

There is a very complete network of about 2100 miles of *telegraph lines* extending over the whole country, with submarine cables to Russia, Sweden, Norway, England. The charge for 20 words in Denmark itself is 50 öre, and 30 öre additional for every 10 words; the price of telegrams to places abroad varies according to distance, &c.; to England, *viâ* the new cable from Jutland to England, a telegram of 20 words costs at present 4 kr. 32 öre, or about 5*s.* The inland telegraph is mostly under control of the Government.

6.—INNS AND HOTEL ACCOMMODATION.

The inns in Denmark are of a more primitive character than those in the provincial towns of England. The best hotels of Copenhagen, however, make greater pretensions, and, though not yet equal to the best inns in West and Central Europe, will satisfy most travellers. The proprietors, or at any rate some of the servants, speak English; guides and every necessary information are easily obtained. English is also spoken in many of the shops of Copenhagen. The hotels are fairly clean, but the sanitary arrangements are often very defective, even in Copenhagen. Damp sheets are not uncommon, and damp napkins are the rule rather than the exception. The cuisine is bad; veal is very much used; the fish is not very palatable; too much oil and butter are used in cooking things. The plates are invariably cold. The usual dinner hour is 1 P.M. in the smaller towns, and 4 P.M. in Copenhagen. When dinner is at 1 o'clock, there is supper at 8 P.M.,

consisting usually of one hot dish and a multitude of cold viands. Smoked salmon is very good. The beer is good, the wines bad and expensive. The most absurd names are given to wines, without rhyme or reason. The commonest vin ordinaire is labelled *Margaux*, and the vilest Niersteiner, *Johannisberg*. White port wine is a remarkable compound. Capital cherry cordial is made in Copenhagen by Heering.

7.—Travelling Servants.

Avoid taking English servants to Scandinavia, and particularly women, as they would prove a far greater trouble than comfort.

Few, if any, of the regular couriers speak Danish or Swedish, and would therefore be also useless. But at Copenhagen, Gothenburg, Stockholm, and Christiania, there are men who speak English, and have been much accustomed to travel with gentlemen, chiefly upon sporting expeditions in Norway and Sweden. These persons drive well, prepare the Forbud papers, cook, and are particularly useful. They are paid about 4s. 6*d*. a day, besides their lodging and travelling expenses. (See remarks under head *Language* in Introductory Information, *Handbook for Norway*.) It is advisable to have a written agreement with these men before starting, and in case of not returning to the place where they were engaged, it is well to make a particular arrangement about their return.

8.—Clothes and Luggage.

As the majority of travellers pass through Denmark on their way to other countries, the reader is referred to the suggestions on these heads contained in the Handbooks for those countries, merely observing here that all articles of luggage should be waterproof, and the total weight of each person's baggage should not exceed 50 lbs. All beyond that must be paid for by those who travel by railways abroad, and other public conveyances, except steamers.

For *Clothes*.—Two suits are sufficient: a new and strong one, all of woollen material, for every-day use, and another for towns, with a waterproof overcoat. The socks or stockings should be worsted, as cotton soon blisters the feet in walking. Shoes or boots should be double-soled and well nailed for every-day use.

For *Ladies*.—The travelling dress should be of strong fabric, Scotch spun-silk, or some very light woollen material. Stout boots and a pair of goloshes for wet decks are useful. For wraps, the best are a Scotch plaid, of the largest and coarsest sort. A jacket of sealskin or cloth, and wadded; and a large cloak with sleeves and cape.

9.—Succinct Account of Denmark.—*Possessions.—Area and Population.—Geology and Physical Geography.—Climate.—Season for Travelling.*

Dominions.—Shorn of her former greatness, the Danish realm now only comprises the northern portion of the Cimbrian Peninsula, and a number, in all, of about 200 islands, situated at the entrance of the Baltic; of which Sealand, Fyen (which on German maps is called Fünen), Lolland, and Falster are the largest, besides Bornholm, off the S.E. coast of Sweden. The Farö Islands, Iceland, Greenland, and the Islands of St. Thomas, St. Croix, and St. Jan in the West Indies also belong to the Danish Crown, whilst the Danish settlements in East India and in Africa were sold to Great Britain in 1846. The area of Denmark Proper, with the islands in the Baltic, is 21,667 English square miles, and the population about 1,969,454.

Schleswig Holstein contains a population of about 995,000, and the area is about 6800 square miles, including Alsen and the Frisian Islands.

Geology and General Aspect.—The scenery of Denmark is generally very flat and monotonous, but its forests of beech and oak are magnificent, and some of the views on the E. coast are highly picturesque. With the exception of Bornholm, which in point of geology agrees with southern Sweden, Denmark is a part of the great plain of Northern Europe, and the elevation above the sea nowhere reaches 600 feet. The oldest formation anywhere to be observed is the Upper Cretaceous, and in some places the limestone contributes materially to the beauty of the landscape, particularly at Stevns Klint on the E. coast of Sealand, and on the little island of Möen, where the white cliffs adorn the sea-coast, crowned in the last-mentioned locality with magnificent beech-woods. The cretaceous strata of Denmark offer peculiarly interesting phenomena to the geologist, and have been the subject of a well-known treatise by Sir Charles Lyell. Besides Stevns and Möen, the most interesting locality is Faxö, an ancient coral crag, now far inland, abounding in rare and peculiar fossils. The limestone is covered with various beds of sand and clay, which mostly present an undulating surface; and as the country, particularly on the islands, is rich in wood and small lakes, there is no lack of pretty scenery.

It is for the greater part a fertile country, where every acre is tilled or otherwise turned to account, where uncultivated commons are as unknown as extensive pleasure-grounds, feeding its own inhabitants abundantly, and supplying the neighbouring countries to a considerable

extent with corn and cattle, dairy and poultry produce. Agriculture is perhaps not yet on an equal point of development with England or Scotland, but is rapidly progressing; and, as the farmers are nearly all freeholders, the bulk of the nation prospers by it: particularly since the Repeal of the English Corn Laws, and the opening up of English markets, a great improvement has been observable.

The rivers are, of course, but small—the longest is the *Gudenaa* in North Jutland, 90 miles in length. There is not much fishing in them. Nor is there much natural pasture-ground; the fresh grass fields, hemmed in by rows of elm and oak so familiar to the English eye, are wanting. Hill and dale are covered with interminable corn-fields, now and then interspersed with clover-fields, where the cattle stand tethered, and so entirely have the hedges in many places disappeared, that the different farms are scarcely divided off from each other by a decent ditch. But instead of the hedgerows of stately elms and oaks, and park glades with isolated groups of trees, the Danish landscape is enlivened by frequent and often extensive tracts of dense woodland, consisting of beech and oak, and now also of pine and fir. A century ago these last-named trees existed scarcely outside the private parks and gardens, though the deposits of the peat-bogs prove that in ancient times they were predominant in the forests, but are now planted most extensively, so that very large tracts of sandy and poor soil are covered with them. This latter change is particularly observed in the less fertile part of the country—the middle and west part of *North Jutland*—which formerly was well timbered, but where the pernicious influence of the westerly winds and injudicious treatment of the forests have entirely destroyed these.

The N. eastern coast of Jutland, and indeed of the whole Cimbrian peninsula and its islands, is intersected by "fjords," long, winding, but mostly narrow inlets from the sea, well wooded and cultivated, and presenting, upon the whole, the same characters as the landscape on the islands. But all along the middle of the peninsula there stretches a tract of heath, sometimes presenting an apparently unbounded plain overgrown with heather and furze, now and then intersected by small winding rivers, bordered by a narrow strip of meadow-land thinly inhabited, but where for the rest not a soul meets the wanderer for half a day, save, perhaps, a lonely shepherd minding a flock of hardy, bony animals, valuable for their fine skin and wool, but whose flesh is as tough as the heather off which they nibble the tenderest shoots. In some parts the sandy soil contains a peculiar hard stratum, several inches thick, two or more feet under ground, called *Ahl*, opposing a formidable, though not invincible, obstacle to the growth of trees. The Ahl is still forming by the con-

glomeration of the sand under the influence of water containing a little iron, and the cause of it is to be sought in the destruction of the ancient forest which covered these parts. The highest elevation is generally near the east coast, from which it diminishes gradually towards the west, so that many small rivers rising a few miles from the east coast nevertheless traverse the whole north of the country and fall into the North Sea. Where this desolate tract meets the well-timbered and fertile east coast, it is often broken up into rounded hills, whose sheltered sides are green and wooded, whilst their bases are surrounded by fresh meadows, forming a beautiful *ensemble* of colour with the rich glow of flowering heather.

Further to the west, the landscape undergoes another change; the plain becomes more and more flat and watery, the scanty trees disappear by degrees entirely, till at last a row of abrupt sand-hills rise in the horizon, looking at first like distant mountains, though not higher than 100 ft., so abrupt and peculiar are often their forms, and presenting to the wanderer who ascends them the unbounded view of the North Sea which bathes their base, and in fact called them into existence. This dangerous and treacherous sandy coast stretches for 200 miles from Blaavandshuk, not far from Varde, to the Skaw, all the way girt by a double or treble row of sandbanks, "Revler," where many a good ship has become a prey to the fury of the waves. So dangerous is this coast that there are not less than 14 lifeboat stations and 7 rocket stations established along it. At many places on this coast the sea is making constant inroads on the land, and this is particularly noticeable at the south-west corner of North Jutland and along the coast of Schleswig. Originally the general native features of the Cimbrian peninsula and its islands, from the Elbe to the Skaw, seem to have been quite the same in the whole of its length; while at some remote period, difficult to determine, but it is thought subsequently to the first appearance of mankind in those regions, an extensive subsidence of the coast of this part of the North Sea took place. The range of sand-hills which still exists along the coast of North Jutland was broken through in numerous places, and the flat land inside inundated. Fragments of the range of dunes and of ancient cliffs are still standing, protecting a little tract of land on their east side, and forming a row of islands along the whole coast of South Jutland, separated from the mainland by a broad expanse of sea, which, however, for the greater part, is dry at low tide.

During the long time which has succeeded this change of level and consequent irruption of the sea, extensive marshes have been formed along the coast, which by degrees have been reclaimed by means of

dykes, which present the same appearance as the marshes in the eastern counties of England, Norfolk, Lincolnshire, &c.; but during the last 1000 years the sea has again destroyed more than it has added in this way to the mainland and the islands. Along the west coast of the peninsula of Eidersted in Schleswig stands the southernmost part of the ancient range of dunes. That the formation of these islands along the west coast of Schleswig, and of the marshes along the shores of that part of the sea which separates them from the mainland, is subsequent to the first appearance of man in these parts seems to be rendered evident by the fact that, under the thick layers of marsh-clay, peat-bogs and remains of ancient forests, and in the peat and at the root of the trees, implements of flint, pottery and other remains of human civilization have been discovered.

The *climate* of Denmark, upon the whole, is mild; the average temperature of Copenhagen is 46·8° Fahr., the greatest heat observed in the shade is nearly 94°, the extreme cold nearly − 19° Fahr. It is fairly healthy, but, on account of the frequent changes and the preponderance of wind, not particularly agreeable; though scarcely less so than the climate of England. We are, however, quite disinclined to endorse Mr. A. J. C. Hare's statement that "those who are worn with a London season will feel as if every breath in the crystal air of Denmark endued them with fresh health and strength." The Danish climate is favourable to vegetation, which is remarkably luxuriant, and both the flora and the fauna of Denmark are, in proportion to the extent of the country, remarkably rich.

The best months for travelling are June, July, and August; May and September are, in favourable years, also very agreeable in Denmark, and the trees often retain their foliage beautifully tinted until the close of October.

10.—Historical Notice.

It is aptly observed by Sir John Lubbock, in his work on 'Prehistoric Times,' that Denmark occupies a larger space in history than on the map of Europe. Not only might, as he points out, many a larger nation well envy the Danes the position they hold in science and art, but it is ancient, besides undoubtedly true that the times of Denmark, as of Scandinavia, upon the whole, were its most splendid period, to which even now the greatest interest attaches. The monuments from pre-historic and earliest historic time of Denmark are numerous and interesting. At that time Denmark, properly speaking, comprised Jutland (including South Jutland and Schleswig), the Danish islands, and the southern part of modern Sweden. It is remarkable that the

earliest really historical fact in Danish history is a war with Germany, then under the rule of Charlemagne, which ended by a peace concluded in 810, whereby the river Eyder, which separates the modern duchies of Schleswig and Holstein, was declared the frontier between Denmark and Germany, as indeed it remained till 1864, when Denmark was compelled to cede the duchy of Schleswig to Germany.

In the war with Charlemagne, the Danish King Götrik constructed a line of defences reaching from the marches at the lower Eyder to the Baltic, which afterwards was extended into the famous *Danevirké*, built in the 10th cent. by King Gorms' Queen Thyra, called Danebod, or the Danes' joy, according to tradition an English princess.

Christianity was first introduced into Denmark in 827, by *Ansgarius*, the Apostle of the North, a monk from the convent of New Corvey in Westphalia, but it did not thoroughly subvert the old pagan faith of Scandinavia, which is so well known from the ancient Sagas, till after the conquest of England by Kings *Swein* and *Canute*. While scores of thousands of Danes emigrated to the British Islands (see Worsaae's 'Danes and Northmen in England,' and his later work on the Danish conquest of England and Normandy), a great number of Englishmen settled in Denmark, or were sent there by the king, and these were mainly instrumental in establishing the Church in Denmark, and founding ecclesiastical institutions and buildings there.

At the death of Canute, his great empire, comprising Denmark, Norway, England, the south of Scotland, and large territories along the shores of the Baltic, was broken up, and Denmark was for a long time distracted by internal feuds. Amongst the later Danish kings, those of the so-called Valdemarian period, *Valdemar I.*, *Kanut VI.*, *Valdemar II.*, stand out prominently, by firmly established power at home and splendid warlike exploits abroad. The Danes scarcely participated in the Crusades, but undertook similar expeditions into the Pagan countries to the south and east of the Baltic for the establishment of Christianity there. On one of these a battle was fought near Revel in Russia, where the Danish army, sore pressed by a numerous hostile force, was rallied and led to victory by the sudden display of a scarlet banner with a white cross, which had been sent by the Pope, but which, according to the popular tradition, fell down from heaven. This happened in 1219; and since then this flag, under the name of Danebrog, became the Danish national emblem, and superseded, as such, the figure of the raven, which until then was used, and which appears on the numerous coins struck by Danish kings in England.

Valdemar II., called the victorious, on account of his success in war during the first years of his reign, has left a great name on record as a law-giver; and the oldest Danish statute laws, civil and ecclesiastical, date from his reign. He also caused the compilation of a most interesting account of the royal revenue derived from property in the whole of the kingdom, a kind of Doomsday Book. He died in 1241; and now followed another period of internal discord, coupled with foreign oppression, which only terminated when a nobleman of Jutland, called *Niels Ebbesen*, by a daring enterprise, slew the most powerful of the foreigners who sucked the life-blood of the people, Count *Gerhard of Holstein*. The nation rose with energy, led by a third *Valdemar*, who again established the integrity and independence of the realm. His daughter, Queen *Margaret*, perhaps the ablest ruler Denmark ever had, succeeded in uniting with the crown of Denmark those of Norway and Sweden, by the union of Calmar of 1397. But at her death the united Scandinavian crowns passed on to German princes distantly related to the ancient royal family of Denmark, who lacked both ability and energy to work out the great political scheme begun by her; and after a troubled existence of about 120 years, the union came to an end by the secession of Sweden.

Margaret's successor was *Erik of Pomerania*, whose queen, *Philippa*, daughter of Henry IV. of England, made herself a name in history by her courageous defence of Copenhagen against the fleets of the Hanseatic League in the absence of the king. At the death of his successor, *Christoph of Bavaria*, the throne of Denmark came to *Christian I.*, the first of the Oldenburg dynasty, which till 1863 reigned in Denmark, and of which a younger branch occupies the throne of Russia. Christian I. acquired the duchy of Holstein. In the reign of *Christian III.* the Reformation was carried through in Denmark without any serious difficulty.

The ablest king of this dynasty was *Christian IV.* (1588–1648), who not only distinguished himself as an able and gallant warrior, but also by his thrift and economy, and who left lasting monuments in the numerous and splendid buildings which he executed in a style akin to the Elizabethan, and which in Denmark is described as *the style of Christian IV.* Good specimens are the castles of Rosenborg and Frederiksborg, and the exchange of Copenhagen. His well-meant exertions for the good of the country were paralysed by the nobility, whose constitutional power was so great that the king was reduced to little more than the president of an aristocratic republic. Under his son *Frederik III.*, the State was brought to the verge of ruin by the want of patriotism of the nobility, owing to which the military resources of

the kingdom were so reduced that Charles X. of Sweden found it an easy task to deprive Denmark of her provinces east of the Sound, which have ever since formed part of Sweden. The indignation of the people was now raised to the highest pitch, and the yoke of the nobility was thrown off, never to be reimposed, though only in order to transfer absolute and hereditary sovereignty to the king and his successors; and for nearly two centuries, 1660–1848, Denmark remained an absolute hereditary monarchy, whilst previously the Crown had been elective.

But few of the kings of the Oldenburg dynasty were distinguished by national feeling and interest in Danish language and nationality; their queens and their confidential advisers were mostly Germans; and the Danes, however able, very rarely succeeded in exercising any great influence, or in rising to the highest dignities of the State. In this respect *Frederik V.* (1746–1766), amongst others, formed a notable exception; his first queen, *Louisa,* was a daughter of George II., and greatly beloved by her subjects. Their son, *Christian VII.*, the husband of the unfortunate *Caroline Mathilde,* sister of George III., was from childhood of a sickly constitution, which soon became entirely undermined by a reckless life, and the consequence was a rapidly increasing mental aberration, which necessarily brought the supreme power into the hands of others.

For a few years, *Struensee,* a German physician who had advanced to the highest dignities, governed the country with undoubted good intention, but with a disregard of national feelings and rooted prejudices, which raised against him powerful enemies. He was a follower of Voltaire and the French philosophy of the day, whose ideas he tried to realize in government in a headstrong, yet not really energetic, and at the same time reckless manner. He became the victim of a Court conspiracy; the king was persuaded, or rather frightened, into signing the orders for his deposition and trial before a special court, and he was beheaded in 1772. His fall brought ruin upon the queen, who being accused of an illicit liaison with the fallen Minister, was divorced from the king, and banished. The British Court, who did not question the justice of this measure, gave her a residence at Celle, in Hanover, where she died in 1775. The sad fate of the queen has always secured for her the sympathy of those who know what temptations her position and the conduct and mental state of her husband threw in her way; but the scanty additional light which later times have thrown upon the matter has not served to vindicate her innocence.

From the time of Struensee's fall dates a strong and ever-increasing revival of Danish national feeling, of Danish literature, art, and science; and subsequent kings have, in this respect, stood on the side of their

Danish subjects, though perhaps not always with the desirable energy. Towards the close of the century, Danish commerce and shipping rose to a very flourishing condition, thanks to the neutrality observed by Denmark in the great wars which then devastated Europe. This favourable state of things suffered a short interruption by the hostilities commenced by England in 1801, with a view of compelling Denmark to secede from the league of the armed neutrality formed by neutral States for the protection of their commerce. Then the famous battle of the 2nd of April, 1801, was fought in the roadstead of Copenhagen, between a division of the English fleet under Nelson, and the southern part of the "Danish line of defence," a number of old ships' hulks moored or grounded on the shallow sands of Amager, while the Danish fleet lay unarmed and unequipped in the harbour. The result was that Denmark agreed to withdraw from the neutrality league; but the bloodshed and bitter feelings caused by the war might have been spared, for a few days after, the Emperor of Russia died, and the league, of which he was the soul, broke up of its own accord.

Of far greater consequence was the second war with England, which began in 1807. The English Government having received information that the Emperor Napoleon had concerted a plan with the Emperor of Russia for invading Denmark, and compelling her to place her fleet at his disposal, resolved to prevent this, by doing herself what the French Emperor was suspected of intending. A fleet with 20,000 men was despatched to Copenhagen, and a demand was presented for the immediate surrender of the Danish fleet. Though utterly unprepared for war, of which there was no prospect, the Danish Government returned the only answer which could be expected from a nation not entirely destitute of self-respect. Copenhagen, which was without a garrison and virtually defenceless, was compelled to surrender by a three days' bombardment, whereby a great part of the city was destroyed; and the fleet was equipped and carried away by the English. Denmark thus became entangled in the great wars of Europe, from which she had nothing to gain, and from which she had hitherto studiously kept aloof; and in 1814 she was compelled to cede Norway to Sweden. The Danish shipping and commerce was destroyed, the state bankrupt, the people very nearly ruined; but, thanks to an economical government, the natural resources of the country, and fortunate circumstances, the losses were repaired; and when Frederik VI., in whose reign—as prince regent and king—these misfortunes happened, died in 1839, the national credit was re-established; and though greatly reduced in extent, the country, upon the whole, was prospering.

Meanwhile, the so-called Schleswig-Holstein agitation developed

itself. It was an offshoot of the unity movement in Germany, and had for its object to separate from Denmark and unite with Germany not only the originally German duchy of Holstein, which had been acquired by Christian I. in 1460, but also the originally Danish duchy of Schleswig, which had never in any way been connected with Germany, but of which the southern part, by constant immigration, had become Germanized. The scheme was favoured by the circumstance that the latter duchy enjoyed a somewhat separate position in the Danish state, which had originated in its being a border province. Ever since the Danevirke was constructed near the southern frontier, a Danish army was generally stationed there, mostly under the command of a royal prince, who exercised a certain authority in the adjoining districts, and this led to the pernicious custom of granting the whole or part of the province of South Jutland or Schleswig to junior branches of the royal family as a fief of the Danish crown. Although these vassals often became very troublesome, and even made common cause with the enemies of the realm which they ought to have defended, this was continued for centuries in the interest of the reigning family, but to the detriment of the empire, whose interests did not always coincide as long as the crown was elective, that is till 1660.

When at length *Frederik IV.*, in 1720, regained the whole of the duchy for the then hereditary crown, he did not properly consolidate it with the rest of the kingdom in point of administration. This served as a handle for the secessionists of later times, and the intricate questions of public law which they raised rendered the controversy on this question, which lasted for 30 years, a perfect monster both as regards bulk and obscurity, and quite a phenomenon in the political history of the world. The scheme of separating the two duchies from Denmark, and joining them to Germany as a new state, found great favour in Germany, particularly because the Bay of Kiel, where the German nationalists wished to see a German fleet established, lies partly in Holstein and partly in Schleswig territory, and it found strong support from the Duke of Augustenborg, representative of one of the younger branches of the house of Oldenburg, who hoped to obtain the sovereignty of the new state it was proposed to form, under the name of Schleswig-Holstein.

Neither *Frederik VI.*, nor his successor *Christian VIII.*, was able to stem the agitation; and when the French Revolution broke out in 1848, a few weeks after the death of the latter, and was followed by disturbances all over Europe, a rebellion also broke out in Holstein. The Danish army repeatedly worsted the insurgents, and the insurrec-

tion would not have lasted two months but for the interference of Prussia and other German States. At length Prussia was compelled by the other European Powers to withdraw her troops, and a peace was concluded in Berlin, in 1850; after which, the insurrectionary army, left to its own resources, was defeated at Idsted, July 26, 1850, but no satisfactory settlement was arrived at. The insurrection had destroyed the unity of the state, and the Danish Government had to frame and introduce a new representative constitution for the whole monarchy. *Frederik VII.*, who ascended the throne in 1848, shortly before the outbreak of the rebellion, had granted a very liberal constitution; but this could not be extended to the whole monarchy. The German Confederation had a voice in the matter as regarded Holstein, and kept the whole question open by refusing its assent to any proposals of the Danish Government, and by abstaining from indicating what would be acceptable.

Nothing was therefore settled when *Frederik VII.* died in November 1863. He was the last (save an aged childless uncle) of the direct male descendants of *Christian I.* in the eldest line, and as some doubts had been raised as to the law of succession in the different parts of the monarchy, an arrangement had been made as early as 1852, in anticipation of his death without children, whereby the succession to the whole of the Danish monarchy, including Holstein, had been transferred to Prince *Christian* of Glücksburg, belonging to one of the junior branches of the house of Oldenburg. This arrangement had been consented to by all concerned, and embodied in the Treaty of London of 1852, to which all the European Powers acceded, excepting the King of Bavaria and some minor German princes.

The Duke of Augustenborg, who had been so active in getting up the insurrection in Holstein, promised for himself and his family not to disturb this arrangement, nor allow any one else to do so; in consideration of which the Danish Government paid him a handsome indemnity for his estates in Schleswig which had been confiscated.

But as soon as *Frederik VII.* was dead, Prussia and Austria refused to acknowledge the succession of *Christian IX.* in conformity with the treaty, and the son of the Duke of Augustenborg came forward as a pretender with the sanction of his father, and eventually Prussian and Austrian troops entered Holstein in the first days of 1864. The two German Powers demanded the instantaneous withdrawal of the so-called Constitution of November 18, 1863, the last attempt of the Danish Government to solve the difficulty which, but for the sudden death of *Frederik VII.*, might very likely have led to a satisfactory result. The Danish Government having ascertained that

the concession of this demand would be followed by fresh demands impossible to fulfil, and that the German Powers intended to force on a war *à tout prix*, refused, and then began the war of 1864.

The Danish army, inferior to its opponents in equipment, numbers, in short, everything except bravery, was stationed at the Danevirke, as a thousand years before in the war against Charlemagne; but the position was too extensive for its numbers, and when on the point of being outflanked, the Danish general retreated to the slightly fortified heights of *Dybböl* (German *Düppel*), opposite the island of Als, on the east coast of the duchy, thus leaving the country open to the enemy. The German armies laid regular siege with rifled cannon to the entrenchments at Düppel, which were not calculated to withstand operations of that kind. After two months' siege, they were taken by assault by the Prussians, just as the Danish commander was going to retire to Als and give up a position which had become untenable.

An armistice and an European conference in London followed, but the German Powers, well knowing that no other state was willing to go to war for Denmark, refused to abate anything of their demands, namely, the unconditional surrender of Schleswig and Holstein (including the domain of Lauenburg). When hard pressed, they held out a possibility of leaving Denmark in possession of a strip of land in North Schleswig, but reserved to themselves to name their conditions; and as it was well known that these would be such as to render the acceptance of their offer useless, it came to nothing. At last it was proposed to leave the dispute to the decision of an arbiter, but this both refused: Denmark honestly and outright, well knowing that she would gain nothing by thus abandoning her rights; the Germans indirectly, in this form, that they accepted the proposal provided they were not to be bound by the award. Hostilities which had ceased during the negotiations, recommenced; the Prussians succeeded in effecting a landing on Als, and at last Denmark was obliged to sue for peace.

After protracted negotiations, a peace was signed in Vienna, 20th August, 1864, whereby the King of Denmark ceded to Prussia and Austria the three duchies. If the Danes did not receive that material support during the war to which they had thought themselves entitled in the name, not only of treaties, but of common justice, and of the interest which all nations must have in preventing breaches of good faith and the establishment of government by the sword alone, they had the sympathy of the whole civilised world, and this showed itself in two ways; viz.: during the war, in the manner in which every kind of contribution for comfort and assistance for the wounded and fallen Danes and their relicts flowed in from all parts of the globe, not

least from England, the two English relief committees alone forwarding more than 20,000*l.*, whilst after the war, a strong mark of sympathy was given by the Emperor of the French, who, when two years afterwards Prussia compelled Austria to cede her part in the conquered provinces, obtained a clause in the Peace of Prague, the celebrated Article V., to the effect that the Danish part of Schleswig should be restored to Denmark. As yet this has not been done; but no Dane seems to doubt that it will be done sooner or later; and the population of Schleswig, from the town of Flensborg, or rather from a line a little south of that town, to the northern frontier, omit no opportunity, such as election of deputies to the Prussian Chambers or the North German Parliament, to manifest their stout adherence to the mother country, to protest against their separation from Denmark, and to call for the execution of Article V. in the Peace of Prague.

The present King of Denmark, *Christian IX.*, belongs to the Glücksburg branch of the house of Oldenburg, and descends from King Christian III. of Denmark. He succeeded to the crown of Denmark on the 15th of November, 1863, in virtue of the above-mentioned arrangement of 1852, on the extinction of the male line of the old royal branch of the house of Oldenburg, in the person of Frederik VII. King Christian IX. was born on the 8th of April, 1818; the Queen of Denmark, *Louisa*, daughter of the late Landgrave Vilhelm of Hesse, and niece of the Duchess of Cambridge, was born the 7th September, 1817. Their children are: 1, *Frederik*, Crown Prince of Denmark, born 3rd June, 1843, married to Louisa, daughter of the late King Charles XV. of Sweden and Norway; 2, *Alexandra*, Princess of Wales, born 1st December, 1844; 3, George I., King of Greece, born 24th December, 1845, married to Olga, eldest daughter of Grand Duke Constantine of Russia; 4, *Daymar* (Marie Feodorowna), married to the Czarewitch of Russia, born 26th November, 1847; 5, *Thyra*, born 27th September, 1853, and married to the Duke of Cumberland; 6, *Valdemar*, born 27th October, 1858.

11.—STATISTICS.

Constitution and Government.—Denmark is an hereditary constitutional monarchy, and the present constitution, settled the 28th July, 1866, is very nearly the same as the one granted by Frederik VII. in 1848-49. The powers of the parliament are essentially the same as those possessed by the British parliament. The Rigsdag is a representative and legislative assembly, consisting of two Chambers or *Things* (the old appellation of such assemblies in the Scandinavian kingdoms and settlements, and still in use in the Isle of Man). (1) The Lands-

thing of 66 members, twelve of whom are nominated for life by the king, and the rest elected for eight years, seven by the city of Copenhagen, forty-five in the electoral districts, one for Bornholm, and one for the Faröe islands. (2) The Folkething, composed of about 102 members, or one representative for 16,000 inhabitants, elected for three years. The franchise very nearly approaches manhood suffrage, the districts being equally divided, and every individual of twenty-five years of age who is not a domestic servant, a bankrupt, convicted criminal, or lunatic, being a voter. There is perfect equality between the two houses, but the Folkething has the privilege of first discussing the Budget. The *Landsthing* is elected by an indirect method of facilitating the representation of minorities. Voters for members of the Landsthing must prove an annual income of 130*l.*

A Constitution was granted to Iceland in 1874 (v. p. 124), and its parliament meets biennially. It is represented by a Minister in the Danish Rigsdag or Diet.

There is a perfect freedom of the press, of association, and of worship, in Denmark.

Church and Education.—The Evangelical Lutheran Church is the state church, and the king must belong to it; but all religious communities have civilly equal rights. Only the offices of judges are now reserved for Christians, whereas Jews were formerly almost confined to the medical profession. There are very few Dissenters in Denmark (not one per cent. of the whole population), a circumstance which perhaps is caused by the more perfect blending together of the different classes of society. The means of education being abundant and cheap, it is not difficult, even to the poorest, to rise by talent and industry; and many members both of the clergy and of the different learned professions belong originally to the humbler classes of the people. The system of compulsory education has long been in force, and it is very rare to meet a person who cannot read and write. The "Latin schools," which prepare for the university, are also almost all public institutions, under direct Government control. As no profits are to be made by them, the school fees are very moderate, and in all of them there is a considerable number of free scholarships. The university of Copenhagen is wealthy, and more than 150 students receive free lodgings and other assistance while preparing for examinations. General education is consequently widely diffused in Denmark, and the Danish nation can boast a proportionately large number of prominent names in science and literature, and a striking proof of the high intellectual standard to which the country has attained is afforded by the liberality shown in providing the splendid, and in some respects unique, museums of Copenhagen.

TRADE AND INDUSTRY.—Denmark is essentially an agricultural country, and corn, cattle, and dairy produce form the staple of exports, of which a large proportion is brought to Great Britain. The export of corn and barley and flour amounted to a value of 1,451,934*l.* in 1880. The British Admiralty obtains its principal supplies of pork for the fleet from Denmark. The exports of live animals amounted in 1880 to 1,409,898*l.* in value, including 17,224*l.* for horses. Danish horses, particularly the so-called Jutland breed, a strong much-enduring animal with arched neck, are much sought for on the Continent.

The Danish commercial fleet comprises about 3271 vessels, with a tonnage of about 257,546, and the quantity of goods exported or imported by sea from or to foreign places amounts to 1,100,000 tons, of which about one-half is carried by Danish vessels. Many Danish vessels are employed in trading from port to port in foreign countries, and return but rarely to their home, as there are many more ships owned in Denmark than the trade of the country itself requires.

The *manufactures* are not of general importance, and though some articles are of very good quality, they are mainly intended for home consumption. There are large breweries near Copenhagen.

The bulk of the population are agriculturists, and the greater part of the country belongs to freehold farmers possessing farms of from 20 to 120 acres. Formerly most of the farms, at least on the islands, were subjected to a peculiar kind of tenure called "Fæste," which secured all land subjected to it for the class of peasant farmers, as the law practically prevented its absorption into larger holdings. But this anomalous arrangement, which was originally designed to prevent the pauperisation of the yeomanry, but which is not now required for this purpose, and operates—as every kind of fixity of tenure must—prejudicially on the development of agriculture, is in process of abolition, and thousands of these "Fæste" farms are being converted into freehold, a fair compensation being given to the landlords. Great efforts are being made to become independent of manual labour, and large importations of mowing, reaping, thrashing, and other agricultural machinery, have of late years been made from England and America.

In Danish home-politics the land question plays a prominent part, and the class of freehold farmers form the strongest political party. It is worthy of notice that in Denmark the agricultural population forms the democracy, whilst the towns, contrary to what is usually the case, form the conservative element.

ARMY AND NAVY.—The Danish army is based on conscription. Liability to service commences at twenty-two, and the conscript serves eight years in the Line and the Reserve, and then belongs to the 2nd Reserve up to thirty-eight. The military and naval organisation is of course only calculated to serve defensive purposes, and every effort is made, that the finances will allow, for attaining the greatest efficiency. The war footing for the army is 34,551, and of the army of reserve 12,993. The navy includes 28 steam-vessels, mounting 291 guns. The debt, which is in course of reduction, amounted in 1880 to 9,629,257*l.*, and the public revenue averages about 2,700,000*l.*, or very nearly the same as before the late war and the loss of the three duchies, thanks to the increased prosperity of the country; and though unsuccessful in that struggle which, as Denmark was left to herself, could have but one result, the Danish people still hold their place honourably amongst the nations of Europe.

12.—BOOKS.

The following is a list of books most likely to be found useful as well as interesting :—

BEAMISH. Discovery of America by the Northmen, in the 10th century. 1 vol. 8vo. 1841.

BREMNER. Excursions in Denmark, Norway, and Sweden. 2 vols. 8vo. 1840.

CLARKE, DR. Travels in various Countries in Europe, &c., &c. Part 3rd. Scandinavia. 2 vols. 4to. 1819 and 1823.

COXE. Travels in Poland, Russia, Sweden, and Denmark. 5 vols. 8vo. 5th edition. 1802.

DUNHAM. History of Denmark, Sweden, and Norway (Part of Dr. Lardner's Cabinet Cyclopædia). 3 vols. 12mo. 1839.

ELLIOTT. Letters from the North of Europe, or a Journal of Travels in Holland, Denmark, Norway, Sweden, &c. 1 vol. 8vo. 1832.

LAING. Denmark and the Duchies. London. 1852.

Letters from the Shores of the Baltic. 1 vol. 12mo. 1845.

MARRYAT. Jutland and the Danish Isles. 2 vols. 1860.

STEPHENS, G. Old Northern Runic Monuments. Copenhagen. 1867.

WORSAAE, J. J. A. The Antiquities of South Jutland, in the Archæological Journal. 1866.

Statistisk-topographisk. Beskrivesse af Kongeriget Danmark. Ved J. P. Trap. 6 vols. Copenhagen. 1879. Containing capital maps, plans, and pictures.

For Books on *Iceland*, see page 121.

§ 13. Skeleton Tours.

1. *Tour in Denmark only.*—3 weeks, month of August or September. London to Hamburg by Route 1. Hamburg to Rendsborg, Schleswig, and Flensborg, by Route 6. 3 days to be spent in Flensborg for visiting Sönderborg, Glücksburg, Dybböl, &c. Flensborg by way of Kolding and Fredericia to Odense (Route 6). 3 days in Odense to visit places in Fyen (Route 14). Odense to Copenhagen (Route 8). Whence visit Roeskilde with Central and West Sealand (Route 11); Elsinore, Frederiksborg, and North Sealand (Route 10); the environs of Copenhagen (Route 9); and if time permits visit Möen (Route 12). Return to England by way of Korsör, Kiel, and Hamburg (Route 2).

2. *Partial Tour of Scandinavia*, which may be accomplished in 5 months, from the end of April to 30th of September, allowing sufficient time to rest at the different places of most interest.

   Denmark.—From England by either of the routes given to Hamburg; thence, Route 6, to Rendsborg, Schleswig, Flensborg, and excursions from these places; thence by sea to Korsör and Copenhagen. Excursions from thence to Elsinore, Möen; tour through Sealand, Fyen, and Jutland, and back to Copenhagen. Allow 5 weeks. *Sweden.*—From Copenhagen to Malmö, Lund, Ystad, Carlskrona, Kalmar, Westervik, Wisby, in Gothland, back to Westervik, Soderköping, by the Gotha Canal, to Gothenburg. Allow 3 weeks. *Norway.*—By land from Gothenburg to Frederikshald, the Falls of the Glommen and Frederikstad; thence by water to Christiania; Drammen, Kongsberg, the Riukan-Fos, and back to Kongsberg; thence over the Fille Fjeld to Bergen; seeing the Voring-Fos, Hardanger Fjord, &c., en route. From Bergen by water to the Sögne Fjord: thence by land to Molde, by steamer to Trondhjem and Hammerfest, boat to North Cape, back to Trondhjem. Circuit from thence, over the Dovre Fjeld, down Romsdalen, and up the coast, back to Trondhjem. Allow 2 months. *Sweden.*—By Sundswall, Dalecarlia, and Upsala, Stockholm and environs, Lübeck, Hamburg, England. Allow 1 month; in all 5 months.

3. *Tour of 3 months*, from 1st June to end of September.

   Denmark.—From England to Hamburg, Kiel, Copenhagen; excursions to Möen, Malmö, and Lund, return to Copenhagen; Roeskilde, Elsinore. Allow 16 days. *Norway.*—Steamer to Christiania, to various places as in last tour, as far as Molde; from thence continue to Trondhjem, then over the Dovre Fjeld, down Romsdalen and back, through Gudbrandsdalen to Christiania. Steamer to Frederik-

stad, Falls of the Glommen, Frederikshald. Allow 42 days. *Sweden.* —From Frederikshald by land to Gottenburg; by Gotha Canal, land at Soderköping; Westervik, Wisby, Stockholm, and environs; Upsala, back to Stockholm, Wismar, Lübeck, Hamburg, England. Allow a month; in all 3 months.

As the steamers from Copenhagen to *Iceland* touch at the port of Leith, this island may be, and indeed generally is, visited independently of other parts of Scandinavia, and the general information relating to it, will be found at pp. 114–5.

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§ 14. SERVICEABLE SENTENCES FOR COMMON USE.*

Good morning!	*God Morgen!*
How do you do?	*Hvor staar det til?*
Very well, I thank you.	*Jeg takker, meget vel.*
Be so good as to take a seat.	*Vær saa god at tage Plads* or *at sidde ned.*
Sit down for a moment.	*Sid ned et Öieblik.*
Where are you going?	*Hvor skal De hen?*
Show me the way.	*Vis mig Veien.*
Which is the way?	*Hvilken er Veien?*
But when shall we see each other again?	*Men naar sees vi nu igien?*
Shall we then meet to-night?	*Sees vi saa i Aften?*
In the evening I shall be at home.	*Om Aftenen er jeg hjemme.*
At what hour?	*Hvad Tid?*
About six or seven o'clock.	*Omtrent Klokken sex eller syv.*
Shall I expect you then?	*Maa jeg da vente Dem?*
Good-day.	*God Dag.*
Good-bye!	*Farvel! Adieu! Adje!*
Good evening.	*God Aften.*
I beg pardon.	*Jeg beder om Forladelse.*
I don't know.	*Jeg veed ikke.*
I am very happy to see you.	*Det fornöjer mig meget at see Dem.*
I am much obliged to you.	*Jeg er Dem meget forbunden.*
I come from . . .	*Jeg kommer fra . . .*
I am travelling to . .	*Jeg reiser til . . .*
Many thanks.	*Mange Tak.*
Thank you (literally, thanks shall you have).	*Tak skal De have.*
Come here.	*Kom hid.*
Wait a little.	*Bie gran,* or *Ventet lille,* or *Bie lio.*
Do you speak Danish—Norwegian?	*Taler De Dansk—Norsk?*
I cannot speak Norwegian.	*Jeg kan ikke tale Norsk.*
You must speak slowly.	*De maa tale langsomt.*
Do you understand me?	*Forstaaer De mig?*
Yes, I understand you very well.	*Ja, jeg forstaaer Dem meget vel.*
I cannot understand you.	*Jeg kan ikke forstaae Dem.*
What o'clock is it?	*Hvor mange er Klokken nu?*
It is two o'clock.	*Klokken er to.*
It is half-past one.	*Den er halv to.*

* In using the sentences which imply command, the customary form of courtesy, "Vaer saa god," should be prefixed, see 4th sentence.

It is three-quarters past two.	*Den er tre qvarteer till tre.*
Is it possible?	*Er det muligt?*
What is that called?	*Hvad kaldes dette?*
How far is it to . . .?	*Hvor langt er det til . . .?*
How many miles is it from here to . . . ?	*Hvor mange Mile er det herfra til . . . ?*
Is the road good?	*Er Veien god?*
Did you ever travel this way before?	*Har De reist denne Vei för?*
Are there any good inns upon the road?	*Findes gode Gjæstgiversteder paa Veien?*
Is the road safe?	*Er Veien sikker?*
Drive faster—slower.	*Kjör hurtigere—sagtere.*
How far is it to the next station . . .?	*Hvor langt er det til næste Skifte . . .?*
Can you not drive two stages?	*Kand du ikke kjöre to Skifter?*
To the right—To the left.	*Til Höire—Til Venstre.*
Can I have a carriole to . . . ?	*Kan jeg faae Karjol til . . .?*
How many horses can I have?	*Hvor mange Heste kan jeg haver da?*
How long must we wait?	*Hvor længe skal vi vente för der komme?*
What conveyance can I have to . . . ?	*Hvad Slags Befordring kan jeg faae til . . . ?*
Horse—immediately.	*Hest—strax.*
How much must I pay for each horse?	*Hvor meget maa jeg betale for hver Hest?*
How much must I give the postillion?	*Hvor meget maa jeg betale til Kudsken?*
Can I depend on having fresh horses on the road?	*Kan jeg giöre Regning paa overalt at finde friske Heste?*
I want a saddle-horse.	*Jeg önsker Hest med Sadel.*
I shall perform the journey on horseback.	*Jeg vil gjöre Reisen tilhest.*
I have but little luggage.	*Jeg har kun ubetydeligt Töi.*
I want a cart for luggage.	*Jeg behöver en Kjærre for mit Töi.*
Where is the day-book?	*Hvor er Skydsbogen (Dagbogen)?*
Where is the postboy?	*Hvor er Skydsgutten?*
Where do we change horses?	*Hvor skifter man Heste?*
Where are the horses?	*Hvor ere Hestene?*
The horses were ordered for one o'clock.	*Hestene vare bestilte til klokken eet.*
Put grease on the wheels.	*Smöre Hiulene.*
Is there a ferry?	*Er der nogen Færge?*
Put me over the river.	*Sæt mig over Elven.*
How much must we pay for the passage?	*Hvor meget maa man betale for Overfarten?*
How much does a place in the vessel cost?	*Hvor meget koster en Plads paa Skibet?*

I wish to go to . . . in the steamer.	*Jeg önsker at gaae til . . . med Dampskibet.*
When does the steamer go?	*Hvad Tid gaaer Dampskibet?*
Can I have this berth?	*Kan jeg faae denne Köie?*
Is there no room?	*Findes ingen Plads?*
Is there no boat here?	*Findes ingen Baad her?*
Can you procure me a boat with a couple of rowers?	*Kan man skaffe mig en Baad et Par Roerkarle?*
Go ashore.	*Gaae til Land.*
Let the boat drop down.	*Lade Baaden slippe ned.*
Can I get a horse directly?	*Kan jeg faae en Hest strax?*
Is this the road to . . . . ?	*Er dette Veien til . . . . ?*
Can I sleep here to-night?	*Kan jeg ligge her inat?*
Can I have a bed here?	*Kan jeg faae Seng her?*
Can I see my bed?	*Kan jeg faae se min Seng?*
Can I get anything to eat?	*Kan jeg faae noget at spise?*
What kind of meat is there?	*Hvad Slags Kjöd er der?*
Some roast (boiled) chicken—bacon—roast beef—beefsteak—mutton (lamb) chops—veal-cutlets.	*Nogle stegt (kogt) Kylling—Flesk—Oxesteg—Bœuf—Faare (Lamme) oteletter—Kalve-coteletter.*
What can you give us for supper?	*Hvad kan De give os til Aftens?*
Give us whatever you have.	*Giv os hvad De har.*
How long before it will be ready?	*Naar kan den blive færdig?*
I am hungry: I am thirsty.	*Jeg er sulten: jeg er törstig.*
Give me something to eat and drink.	*Giv mig noget at spise og drikke.*
What do you like to have?	*Hvad behager De?*
Fetch me some wine, bread and cheese (English, Swiss, Dutch).	*Hent mig Viin, Bröd og Ost (enge sveitser, hollandsk).*
Have you any white-bread?	*Hav De Hvede-brod?*
Give me a plate, please—a glass—wine-glass—tumbler.	*Vær saa god at give mig en Tallerken et Glas—Viinglas—Ölglas.*
Let me have a cup of coffee—a basin of milk.	*Lade mig faae en Kop Kaffe—en Bolle Melk.*
Can we have some (soft-boiled) eggs?	*Kan vi faa nogle (blöd-kogte) Æg?*
Bring me a bottle of beer.	*Bring mig et Flask Öl.*
Have you any beer?	*Har de Öl?*
Bring me a glass of brandy (hot brandy-and-water).	*Lad mig faa et glas cognac (Toddy).*
Shut the door, window.	*Luk Dören, Vinduet.*
Light a fire in the stove.	*Gjör Ild i Ovnen,* or *Læg noget Ovnen.*
Not too much.	*Ikke formeget.*
Bring me a tub with some cold water.	*Bring mig et Vandkar med koldt Vand.*
I wish to breakfast.	*Jeg önsker at spise Frokost.*
Give me some dinner—supper.	*Giv mir Middags Mad—Aftens Mad.*

When can we have tea?	*Hvor snart kan vi faa Tea?*
We shall want breakfast at . . .?	*Vi maa have Frokost bestent Klokken . . .?*
What do you say?	*Hvad siger De?*
Who is there?	*Hvem er der?*
Come in.	*Kom ind.*
What do you want?	*Hvad önsker De?*
Stand still.	*Staae stille.*
Go away.	*Gaae bort.*
Don't touch.	*Rör ikke.*
Let go.	*Lad gaae.*
I shall walk.	*Jeg skal spadsere.*
Are you ready?	*Er De færdig?*
Are our rooms ready?	*Ere vore Værelser istand?*
Is my bed made?	*Er min Seng redet?*
Bring me a washhand basin.	*Bring mig et Vadskefad.*
Bring me a towel.	*Bring mig et Haandkläde.*
Bring me hot water.	*Bring mig hed Vand.*
Send the dirty clothes to the washer-woman.	*Send det smudsede Töi til Vaskekonen.*
Wake me to-morrow early.	*Væk mig imorgen tidlig.*
Wake me at . . . o'clock.	*Væk mig imorgen Klokken . . .*
Bring me a candle.	*Skaffe mig et Lys.*
How far is the church?	*Hvor langt er det til Kirken?*
What time does the service begin?	*Hvad Tid begynder Gudstjenesten?*
Where is the clergyman's house?	*Hvor langt er det til Præstegaarden?*
I should like to dine at . . o'clock—in a quarter of an hour—in half an hour—in three-quarters of an hour.	*Jeg vil gjerne spise til Middag Klokken—om et kvarteer—em en halv Time—om tre kvarteer.*
Where does the doctor live?	*Hvor boer Lægen?*
Dry my clothes.	*Tör mine Kläder.*
Clean my boots.	*Börst mine Stövler.*
Bring me my shoes.	*Bring mig mine Skoe.*
How much do we owe you?	*Hvor meget ere vi Dem skyldige?*
What does this cost?	*Hvad koster den?*
It is very dear.	*Det er meget dynt.*
Put the horse to.	*Spænde for.*
It is far too much.	*Det er alt formeget.*
Give me the bill.	*Giv mig Regningen.*
What have we to pay?	*Hvad har vi at betale?*
The bill is reasonable.	*Regningen er ganske billig.*
Here is your money.	*Her ere Pengene.*
The bill is too much.	*Regningen er for höi.*
I will not pay more than 4 marks.	*Jeg vil ikke betale mere end 4 Mark.*

ROUTES.

*** The names of places are printed in **black** in those routes where they are *described.*

ROUTE	PAGE
1 London to Copenhagen by **Lübeck**, by Sea and Land..	26
2 London to Copenhagen, by **Hamburg (Altona), Kiel**, and Korsör..	28
3 **Rostock** to Copenhagen *viâ* **Nykjöbing** (Nykopen) ..	33
4 **Stettin** to Copenhagen ..	34
5 Stralsund to Copenhagen *viâ* **Malmö**	34
6 London to Copenhagen *viâ* Hamburg—Altona, **Flensborg, Kolding, Fredericia, Odense, Nyborg, Korsör**, and Roeskilde	34
6A Flensborg to **Glücksburg, Sönderborg, Düppel**, and the **Isle of Als**	45
7 Flensborg to Husum, **Tönning**, and **The Frisian Islands**	47
8 **Copenhagen** (Danish Kjöbenhavn)	49
9 Sealand and the adjoining smaller Islands	70
10 **Elsinore** (Helsingör), **Frederiksborg**, and **North Sealand**	73
11 Copenhagen to **Roeskilde, Ringsted** and **Sorö**	80
12 **Möen. Falster, Lolland**, and the **South of Sealand** ..	85
13 Island of **Bornholm**	89
14 **Fyen**	93
15 **East Jutland**	94
16 **West Jutland**	106

LAND AND SEA ROUTES TO DENMARK.

Direct communication by steam is now established in the summer months between London and various ports on the East Coast of Great Britain, on the one side, and Copenhagen, and other Danish ports on the other. But as these boats are mostly calculated for goods traffic, the accommodation for passengers is not very good, and they cannot be recommended to persons who travel for pleasure, except on the score of cheapness. The steamers from London to St. Petersburg, on the contrary, are very good and comfortable vessels, and, as they stop at Copenhagen, they afford to lovers of a sea passage a direct and easy route. But by far the majority of travellers enter Denmark from the South, by Hamburg or Lübeck. The steamers from London to Hamburg are tolerably good vessels, and as they keep close to the coast, the passage is often very pleasant in summer, and always preferable to that round the Skaw. We refer, with regard to this, to our second route. The quickest modes of reaching Copenhagen from London are, however, by land, through Belgium, *viâ* Flushing and Bremen, or from Hamburg by the route of Kiel and Korsör, crossing the Baltic between these

two places by night (Route 2), or by Rendsborg and Flensborg to Korsör, either by steamer between the last two places, or by rail *viâ* Fredericia and the island of Fyen (Route 6). In summer the distanee between London and Copenhagen may be accomplished in 36 hours *viâ* Calais or Flushing, Hamburg, Kiel and Korsör, and by any of the other routes in about 60 hours.

For fuller details as to the *land* routes the traveller is referred to the *Handbook for North Germany.*

With regard to routes through Denmark, it has been thought most practical to describe the larger islands and the province of Jutland separately. The network of steamboat lines and railways is so complete, that routes may be combined in many equally serviceable ways.

ROUTE 1.

LONDON TO COPENHAGEN BY LÜBECK, BY SEA AND LAND.

The trains leave London about 8 o'clock every evening for the Continent, in connection with the steamers from Queensborough to Flushing. From Flushing the traveller proceeds in about 10 hrs. *viâ* Munster, Osnabruck, Bremen, to Harburg, and across the two new magnificent rly. bridges over the Elbe to the Pariser Bahnhof in Hamburg (Rte. 2), reached about 9·30 P.M., and thence, from the station in the Klosterthor, the line proceeds in about 2 hrs. (38 m.) to *Lübeck*, whence steamer during the summer months to Copenhagen daily about 4 P.M.

A full description of this remarkable old town is found in the *Handbook for North Germany*, but as it well deserves a day's exploration by travellers en route for Denmark, we shall briefly notice the principal objects of interest.

Lübeck (*Inns:* Stadt Hamburg, Düffeke's H.; Hahn's H., fair; Töpfer's H.; cab from station to town, 60 pf.), the principal member of the Hanseatic League, has preserved the aspect and character of antiquity to a high degree. The gabled houses, the curious ancient gateways, the peculiar architectural style of the churches and public buildings, which are all of red and black bricks (Brick-Gothic), give it a very picturesque exterior, and the habits of the inhabitants, their extreme cleanliness, the arrangement of the houses, with large vestibules serving all manner of purposes, remind us more of Holland than of any other country. The ramparts are of modern origin, and now converted into pretty walks; the ancient walls are almost entirely destroyed, but the *Holsteinthor* near the station, and the still more curious *Burgthor*, both from the 15th century, are yet preserved. The churches of Lübeck are of considerable size, and have enormous towers and spires; but the ground being rather unfavourable for such huge structures, these latter are considerably often out of the perpendicular. The finest is

St. Mary's, in the centre of the town (open from 10 till 1; sacristan lives opposite, 4, Mengstrasse), with spires 344 feet high, an exceedingly lofty building, which was completed in 1304. Besides the brasses and

the wood carvings, two pictures by *Overbeck*, who was a native of Lübeck, are here to be seen, namely, one in a chapel to the left, "Entombment of the body of the Saviour," and in the chapel behind the high altar, the "Entry of our Lord into Jerusalem." In a chapel to the left there is a "Dance of Death," painted in 1463, viz. 35 years before the time of Holbein; and further on, against a pillar, a beautiful picture attributed to *Jan Mostaert*, painted in 1518 in three divisions, on the exterior "Adam and Eve," inside, the "Nativity," "Adoration of the Magi," and "Flight into Egypt." Behind the high altar there is a remarkable clock (date 1405) with a procession of figures, the Emperor and 7 Electors of the German Empire, passing before the Saviour at 12 o'clock.

The *Cathedral*, repaired in 1874 (sacristan, Hartengrube 73), at the southern extremity of the town, has some fine brasses and bronzes, but particularly an exceedingly valuable altarpiece painted by *Memling* in 1491, and regarded as his masterpiece, with scenes of the Passion inside, and figures of saints on the shutters.

St. Catherine's and *St. Peter's* are also worth a visit by the connoisseur of architecture, whilst the *Jacobikirche* contains some good pictures. The *Schiffergesellschaft*, an old guild house, and the *Kaufleute-Companie*, as well as the *Hospital of the Holy Ghost*, contain good carvings, &c. The Hôtel de Ville or *Rathhaus*, near the St. Mary's Church, is a very peculiar structure, but the inside is too much altered to give an idea of its ancient splendour.

The eastern part of Holstein is well timbered and rich in lakes; and there are a number of pretty excursions to Eutin, Plöen, Preetz, &c.

The steamers for Copenhagen start in the afternoon, early enough to reach the open sea before dusk, and perform the passage of 154 m. in about 16 hrs. They run daily, except Saturday, from April 1 to Sept. 30. Fare, 18 marks. There are also steamers from Lübeck to Christiania, Stockholm and St. Petersburg about twice weekly. The course of the river is very winding, and although deep enough for large vessels, it is very narrow. The steamboat cannot therefore proceed at full speed. The banks offer nothing of interest, but the spires of Lübeck are constantly showing themselves over the trees and houses, now in one, now in another direction, owing to the tortuous course of the river. At the mouth of the Trave, where it traverses a sort of brackish lake called Pöllnitzer Wyck, lies

Travemünde (*Inns*: H. de Russie; Stadt Lübeck, &c.), a sea-bathing place much visited from Lübeck, and formerly of importance because large vessels were obliged to unload, at least partly there—an inconvenience which has been overcome by the deepening of the river. A steamer runs several times daily to Travemünde from Lübeck and back.

Shortly after passing the little town, the lighthouse is seen on the left, and now the steamer makes across the Baltic in a straight line towards N.E. for the Sound. To the left and right the coasts of Holstein and Mecklenburg, presenting wooded hills with large country houses, stretch away and disappear by degrees, whilst night is setting in, and only the lighthouses at Burg, on the island of Femern to the left, and Dagerort in Mecklenburg to the right, indicate the presence of land for some time yet. In the early morning (about 4 A.M.) the steamer passes the island of Möen, with its white cliffs, and then steers due

N., entering the Sound, and leaving the south-eastern extremity of Sweden to the right. For a short while the sea is often a little rough here, owing to the narrowness of the strait through which the waters of the Baltic seek an outlet, but it is nothing to disturb tolerably good sailors. The headland on the coast of Sealand passed to the left is called

Stevns Klint (see Rte. 12), and presents white cliffs with regular strata of black flint, but being without trees they are not so fine as the cliffs of Möen. On the top of the cliff, in dangerous proximity to the edge, stands Höirup Church, built in 1357 by a thankful mariner in memory of his escape from a watery grave. The legend says that owing to the gradual destruction of the cliff by the sea, the church would long ago have ceased to exist, if it were not that every Christmas night it is moved inwards as much as a cock's step.

Farther on the steamer enters the "Drogden," a rather narrow channel of deep water, through which almost all the ships which enter or leave the Baltic must pass. The distance between the low-lying island of Amager to the left and the Swedish coast is more than 20 miles; but there is a submarine chain of limestone rocks connecting the two coasts, forming in one place an island, Saltholm, which scarcely shows over the water's edge, and in other places shallow banks separated by deep channels. Of these latter Drogden is the most favourable for navigation, and the ships crowd in here as closely as the vehicles on a much-frequented road; most of them anchor rather than enter this passage by night. Presently the numerous ships in the roadstead of Copenhagen, the forts defending the entrance to the harbour, and the towers and spires of the town are plainly distinguishable to the left, and rounding the island-battery of Tre Kroner, the steamer soon enters the harbour, and lands her passengers at the custom-house pier.

Copenhagen, see Rte. 8.

ROUTE 2.

LONDON TO COPENHAGEN BY HAMBURG (ALTONA), KIEL, AND KORSÖR.

For the *land* route as far as Hamburg see Rte. 1. Travellers arrive in Hamburg at the Pariser Bahnhof, which is about ½ Eng. m. from the Klosterthor, whence the trains start for Kiel. Luggage booked through is conveyed by the company, but passengers have to find their own way from station to station. On the return from Denmark luggage entering Germany is examined at the Pariser Bahnhof.

Sea route.—The London office of the steamer to Hamburg is in Regent Circus, where berths may be secured, and all necessary information obtained as to time of starting, when to be on board, &c.

The boats usually leave London early in the day, and arrive at Hamburg on the morning of the second day, the journey occupying in fine weather 40 to 50 hours. The distance is 420 m. Fare, 2*l.* 2*s.* The *General Steam Navigation Co.'s* steamers are fine boats, but often crowded. They start three times weekly from St. Katherine's Wharf, near the Custom House. Boats belonging to the *London and Hamburg Steamship Co.* also start on Tues-

days and Fridays from the Brunswick Pier, Blackwall; and boats sail from Hull four times a week, and from Newcastle twice, but these sea routes are not much to be recommended. The greater part of the first day is consumed in descending the Thames, and when the steamer is clear of the Goodwin Sands it is generally dark. The course lies across the North Sea towards the coast of Holland, which is followed at no great distance, unless the wind is N. or N.W. and tolerably strong. When passengers come on deck next morning the German coast, or rather some of the islands which gird that coast, can usually be seen in the distance, while in the middle of the day the island of

HELIGOLAND (see Rte. 56, *Handbook for North Germany*) appears to the l., and late in the afternoon the steamer enters the Elbe. The coasts are flat and marshy, protected against the sea by dykes of considerable strength. To the rt. on entering the river,

Cuxhaven, a small harbour belonging to the city of Hamburg, and serving as a pilot station; in the summer also frequented for the purpose of bathing. In the winter, when the Elbe is frozen, the steamers must start from here, and the distance from Cuxhaven to Hamburg be performed by land viâ *Stade*—a little-old fashioned fortress, where formerly the Stade dues were paid by vessels passing up the river. The former fortress of

Glückstadt, in Holstein, on the rt. bank (*Rly.* to Hamburg, Kiel, &c.), is still in the marshland, but for the last 12 miles this bank consists of wooded slopes with numerous villas and well-kept gardens and parks. The steamer first passes Altona, and then just beyond the boundary which divides this city from Hamburg, but which from the river is quite imperceptible, she lets go her anchor, unless the tide is high enough to allow her to lie alongside the quay at

Hamburg—(*Inns:* Streits' Hotel, Hotel St. Petersburg, Victoria Hotel, Hotel Russie, Kronprinz, all very good, on the Jungfernstieg; Hotel Belvedere, equally good, on the Alsterdamm; Zinggs Hotel, near the Exchange, very good for gentlemen. Many others. Cab, 90 pf.; 8 pf. each trunk)—with 289,860 Inhab., is one of the greatest commercial centres of the world. Originally founded by Charlemagne, the city was subject to the Dukes of Holstein, but soon became a free city, and founded with Lübeck the Hanseatic League. Hamburg has remained a free republic, though of course its present position as a member of the North German Empire renders it dependent on this political body. Formerly the city had no pretension to beauty; but since the great fire in 1842, the whole northern part has been rebuilt, and the part round the Alster basin is equal to many of the finest cities of Europe. The river Alster traverses the city in several arms, widening at its entrance into a square basin surrounded by good buildings on the three sides, viz. Alsterdamm, Jungfernstieg, where nearly all the best Hotels stand, and Neue Jungfernstieg. The town was formerly fortified with ramparts and moats; but these are now converted into very pretty promenades; the terminal point of the ramparts on the west side by the Elbe, is called *Stintfang* or *Elbhöhe*, and from here the view across the river, &c., is very interesting. There are three railway stations in Hamburg: the *Pariser Bahnhof*, the *Berliner*, and the *Lübecker*. The harbour is crowded with craft from every part of the world. There are few sights in Hamburg, but it is a pleasant city

in which to spend a day or two. The *Kunsthalle* (open daily, except Monday) contains sculptures and pictures; the *Johanneum* is a Museum of Natural History and Antiquities. The Opera House is capable of holding 4000 persons. *Hagenbeck's* collection of zoological specimens for sale should be visited. It has supplied most of the zoological gardens of Europe with animals. Here were lately to be seen a fine 4-year-old lion, priee 450*l.*; a lion 17 years old; ichneumons, 40 marks apiece; and multitudes of small crocodiles, 25 marks each, and increasing 15 marks for each additional foot of length, until they become large, when they increase rapidly in value, like diamonds.

Amongst the public buildings the only one really deserving of attention is the new *St. Nicolas* Church, built from the design of Sir G. G. Scott in Gothic style, instead of an older building destroyed by fire in 1842. The *Exchange* is also worth visiting, though more on account of the animation prevailing in business hours than of the architectural merits of the building. Both are close to the Jungfernstieg.

Outside the town on the west side between it and Altona is the new *Zoological Garden*, one of the best in Europe, with a good restaurant.

Money. — The currency of the German Empire is used in Hamburg. 1 Mark = 11¾*d.*, but practically is of equal value with the English shilling. The *Groschen* is 1½*d.*, and contains 16 pfennings.

Altona (Königl. Hof., Bahnhof's Hotel, also Restaurant and Café in the Railway station, Holsteinisches Haus, close by) originally a fishing village called Altenau, from a small river (Au) which here finds its way to the Elbe, separating it from the suburb St. Pauli, received privileges as a market-town and other advantages in the 17th centy. from the Danish kings, who hoped thus to draw a part of the rich trade of Hamburg to their territory. The Hamburgers evidently thought that the scheme was likely to succeed, for they nicknamed it "All-zu-nah," that is, "All too near," and this nickname is now the acknowledged name of the city, which has 74,131 Inhabitants, and is a free port, but contains little to interest the traveller.

Excursions from Hamburg and Altona. — The neighbourhood of the two cities is pretty, particularly along the shores of the Elbe, and very pleasant drives may be made (or the *Rly.* taken) towards the E. to *Wandsbeck*, with a royal palace and a park, or towards the W. to *Ottensen* and *Blankenese*, villages on the Elbe with handsome villas and gardens, particularly those of two of the merchant-kings, Mr. Jenish of Hamburg and Mr. Baur of Altona, which are open to the public. A pretty view across the river from the Sulberg, a hill with a restaurant at Blankenese.

A new central station is projected, and at present there are four railway termini in Hamburg-Altona: the station on the Grasbrook for the line—completed 1874—to Bremen, the station of the Berlin railway, and that of the Lübeck railway in Hamburg, and that of the railway connecting the latter with various points in Hamburg (Stations: Dammthor for the hotels, &c. —Klosterthor, for the railways to Berlin and Lübeck).

Travellers to Denmark may proceed by the Lübeck railway, and thence by steamer to Copenhagen (Rte. 1), or by the Kiel railway either

to Kiel or some other place on the peninsula.

There are two principal trains daily, and besides, at least in summer, an evening express at 9·25 P.M. for Kiel, meeting the Danish mail-steamer there at midnight. Time 2½ to 3 hrs.

Altona being a free port, luggage is examined at the station, unless it be booked to Copenhagen or any place in Denmark.

The traveller can join the rly. at the Klosterthor, Dammthor, or other convenient station on the Verbindungs line, or proceed direct by omnibus or cab to the Altona station, where the train stops for ¼ hr.

The first station out of Altona is *Pinneberg*, a pretty village with woods and water, a favourite summer resort of the Altona burghers. At *Elmshorn* (20 m.) is the junction for *Glückstadt* on the Elbe.

Elmshorn Junct. Stat. Branch Rly. rt. to Glückstadt on the Elbe to Itzehoe, Tönning, and Husum.

Itzehoe (Helmund's H.), a very ancient but insignificant town of 7500 Inhab., known principally as the former assembly place of the nobility and other representatives of the duchy of Holstein, the so-called Estates of Holstein. Itzehoe is on the frontier of the Holstein marschland, called *Dithmarschen*, which in the early middle ages formed an independent republic, and whose inhabitants of Frisian descent long and bravely defended their liberties against the kings of Denmark and the dukes of Holstein. Heide and Meldorf are the two principal places of this district.

After leaving *Elmshorn* the train on the main line to Kiel proceeds to

Neumünster Junct. Stat. (Harm's H.), with important cloth manufactures, which, however, have suffered severely by the separation of the duchy from Denmark. It is an important railway junction. Branch Rly. E. to *Plöen* (prettily situated between two lakes) and the small sea-town of *Neustadt*, on the Baltic; S.E. to Oldesloe and Lübeck; N.W. to Rendsburg, the main road to Schleswig and Jutland (Rte. 6).

Our line is continued N. through the valley of the Eider to *Kiel*. The line from Altona to Kiel traverses the poorest part of the duchy, which so recently as 1840 consisted mostly of moors and bogs. Now, however, large tracts are cultivated. Nearer to Kiel, the Eider valley presents pretty lakes with wooded slopes. The river Eider follows the direction of the railway, and approaches to within a couple of miles of the Baltic, when it suddenly turns to the W., and ultimately, after traversing the whole peninsula, falls into the North Sea.

Kiel *Junct. Stat.* (*Inns*: H. Germania, close to the station, large, commodious, and well kept. H. Copenhagen, commercial; Stadt Hamburg; H. Kronprinzen; H. Zur Börse.)

Passengers for Copenhagen will, without delay, hasten to the harbour, 6 min. walk, to secure berths in the steamer. An omnibus will convey them from the train.

Kiel, the chief naval arsenal of the German Empire, is situated at the head of the Bay or Fjord of Kiel, a strong fortress of Germany, on the best and safest anchorage and winter harbour on the whole southern coast of the Baltic. The depth of the water suffices for the largest men-of-war, and is continued until quite close to the shore. It is an ancient city, but has never been wealthy, or in possession of much commerce.

Since the absorption of Holstein in the Prussian state, Kiel has been converted into a naval station, and when the works which are in progress are completed, it will be "the Sevastopol of the Baltic."

The town is rendered prosperous by the large garrison and the immense sums expended on fortifications, &c. It has now about 40,000 inhabitants inclusive of garrison, and possesses a *University* with some good collections (especially that of Northern antiquities removed here from Flensborg by the Prussians), and a library, but frequented only by about 250 students.

At the N. extremity is a *Ducal Palace*, now used for public offices, &c. The *Thaulow Museum* is devoted to a collection of carvings and other objects of art chiefly produced in Schleswig. Open daily. The *Imperial Dockyard* may be seen by Germans from 9 to 12 and 2 to 6. Englishmen require special permission.

The situation is exceedingly pretty; a sail on the bay much to be recommended, and there are charming drives and walks commanding the lovely scenery of the bay in every direction, particularly to *Düsternbrook* (Hotel Bellevue, Restaurant, &c.) on the W. shore of the bay, and situated in a fine beechwood, with view over the sea.

A little further N. is *Holtenau*, where the Eider Canal, which here forms the frontier between Holstein and Schleswig, and which connects the river Eider and thus the North Sea with the Baltic, opens into the bay. This canal was made by the Danish Government in the 18th century, and is still of importance for the local traffic; but as the passage, owing to the tortuous course of the Eider, is often very tedious, and the depth sufficient only for moderate-sized ships, it has never supplied the want of a short cut through the peninsula to accommodate the great shipping traffic to and from the Baltic. A scheme is now on foot, under the auspices of the Prussian Government, for constructing a canal which should fulfil this condition between the mouth of the Elbe and the Baltic, but it will be very costly, and will at any rate consume several years in execution. From Holtenau there is a pretty walk along the canal to *Knoop*, a manor with park.

A short branch line connects Kiel with the line from Neumünster to *Eutin*, &c., in the eastern part of Holstein, a pretty day's excursion; thence *Rly.* to Lübeck.

The *Kiel Railway station* is at the S. extremity of the town, but the walk to the landing-place of the steamer scarcely takes a quarter of an hour, simply following the waterside. Omnibus and cabs are in attendance to meet the train. Luggage registered to Copenhagen is transferred to the steamer by the Railway company.

Steamers several times a day along the *Kiel Fjord* to Friedrichsort and Laböe.

The *Steamers* for Korsör start about midnight (fare 11 m. 30 pf.). The boats are very good and comfortable for their size, and supper (2 krs.) can be had on board. The sleeping accommodation is fair. Owing to the lateness of the hour of departure, much of the coast cannot be seen while the steamer glides through the bay; but on the return journey, when the steamer enters the bay early in the morning, the rich character of the land can be appreciated.

The entrance of the harbour is commanded on the W. by the strong fortress of *Friedrichsort*, exclusively

a military and naval stat., having few private buildings and a very poor *Inn* in the town. On the E. are the formidable batteries of *Möltenort* and *Laboe*. Other fortifications stud the shores of the bay seawards. Soon the Baltic is reached, the course kept by the steamer is nearly due N., and the boat is soon out of sight of land. After a passage of 6 to 8 hrs. Korsör is reached, from whence the journey to Copenhagen is continued by train in 3½ hrs. express (fare, 1st class, 8 kr., and 2nd, 6 kr.).

Twice a week (Tuesdays and Fridays at 9 P.M.) there are direct steamers from Kiel to Copenhagen, in about 17 hrs. (fare, 17 m. 70 pf.), a pleasant sail in fine weather.

ROUTE 3.

ROSTOCK TO COPENHAGEN *viâ* NYKJÖBING (NYKOPEN).

Travellers who proceed to Copenhagen from Germany, or from any point to the E. of Lübeck, will probably prefer to take one of the three following routes. These will perhaps be found most useful *in returning*, particularly if any of the cities of Central or Southern Europe are to be visited. Rte. 3 affords varied scenery, and takes the traveller through the southern part of Sealand and Falster.

Rostock (*Inns:* Hôtel de Russie; Stadt Hamburg; Pop. 36,000), 6 m. from the Baltic on the Warnow. Birthplace of Blücher, whose bronze statue is placed in the Blücher Platz. He died in 1819.

Marienkirche, erected 1398–1472, in Northern Gothic style, containing numerous monuments, and a remarkable brass font with reliefs of the 12th century.

Ducal Palace—Rathhaus. Neither of any interest.

University, founded 1419. 180 to 200 students. Kepler the astronomer was appointed professor here in 1629 by Wallenstein.

A *tower* near the S. wall of the town was erected in 1618 by Tycho Brahe as an observatory.

Steamers run from the quay to *Nykjöbing* daily, except Sundays, in June, July, and August. Thrice weekly in April, May, and Sept. Time, 4½ to 5 hours. Fare, 7 m. 50 pf., or return ticket 12 m.

Nykjöbing, a small sea-port in the island of Falster. (*Inn:* Stad Nykjöbing, Station Hotel.) Short railway runs due N. to

Orehoved. Thence a steamer in 20 minutes to

Masnedsund, a sea-port in S. Sealand. Trains to Copenhagen in 3½ hours. From Nykjöbing to Copenhagen the time is usually about 5 hours, and from Rostock to Copenhagen under 10 hours.

Stations between *Masnedsund* and Copenhagen:—

Vordingborg, Redlefsens Hotel. See p. 87.

Næstved. See p. 87.

Kjöge, Prindsen's Hotel, See p. 89.

Roeskilde. (See Rte. 11.)

Thence by W. Sealand line direct to **Copenhagen**. (See Rte. 8.)

ROUTE 4.

STETTIN TO COPENHAGEN.

In June, July, and August, steamers run twice weekly between Stettin and Copenhagen in 15 hrs.—42 Danish miles. Fares, 18 m. and 13½ m. Return tickets 30 m. and 18 m. During the rest of the year, once weekly. Berlin is easily reached by good trains from Stettin.

Stettin (*Inns:* H. de Prusse; Drei Kronen; Pop. 80,000), situated on left bank of the Oder; capital of Pomerania, and important commercial port.

Schloss Kirche. Tombs of the Dukes of Pomerania.

Schloss.

Rathhaus.

The voyage is without interest. *Stubben-kammer* on the island of *Rügen* is passed in the evening, and on the following morning the boat passes between Amager and Saltholm, and soon after anchors in the harbour of Copenhagen.

For Stettin and Isle of Rügen, see *Handbook for N. Germany.*

ROUTE 5.

STRALSUND TO COPENHAGEN *viâ* MALMÖ.

During the summer months a steamer runs thrice weekly (Monday, Wednesday, and Friday) between Stralsund and Malmö in 8 hrs. (Fares, 18 m. and 13 m. 50 pf.) Another steamer plies between Malmö and Copenhagen in 1½ hrs. (Fare, 1½ kr.)

STRALSUND (*Inns:* H. de Brandeburg, Giebel's Hotel). Pop. 30,000.

St. Nicolas Kirche. Altarpiece, monuments, and a fine brass of 1357.

Tower of Jacobskirche.

Rathhaus, built 1316.

RÜGEN, the largest of the German islands, Pop. 46,000, is immediately opposite to Stralsund, and is reached in 10 minutes by ferry.

MALMÖ (*Inns:* Kramer's H.; H. Svea). Pop. 33,000.

Castle in which Bothwell was imprisoned.

St. Peter's Church, built 1313.

Beautiful *Rathhaus* (built 1546) near the harbour.

Steamers 8 times daily to Copenhagen.

Other Routes.

There is also direct communication between many other ports and Copenhagen. Among them Aarhuus, Bergen, Christiania, Gothenburg, Hamburg, Horsens, Hull, Landskrona, Leith, Stockholm, and Veile.

ROUTE 6.

LONDON TO COPENHAGEN *viâ* HAMBURG — ALTONA, FLENSBORG, KOLDING, FREDERICIA, ODENSE, NYBORG, KORSÖR, AND ROESKILDE.

The completion of the railways in Schleswig and North Jutland as well as on the island of Fyen has opened a quick line of communication between Hamburg and Copenhagen, with a through train each way daily, namely by rail as far as *Fredericia* in North Jutland, thence by steam-ferry to Fyen, through this island

by rail to *Nyborg*, thence by steamer to Korsör, in time to reach the evening express to Copenhagen. As, however, it is a fatiguing journey, and as the objects of interest to be noticed are many, we shall divide it into 3 Routes—Hamburg to Flensborg, Flensborg to the Frisian Islands, and Flensborg to Copenhagen.

For HAMBURG, see Rte. 2.

Starting from the railway station at *Hamburg* at 6 A.M., where direct tickets to Copenhagen can be obtained and luggage registered all the way, the traveller proceeds as far as *Neumünster Junct. Stat.*, as in Rte. 2. Here the train is divided, and, whilst a part is despatched to Kiel, the main part continues the journey to

Rendsburg Stat., 67¼ m. from Altona, 9 A.M. (*Inns:* Stadt Hamburg u. Lübeck, Deutscher Kaiser; Railway Hotel), where the rly. crosses the Eider from Holstein into Schleswig. Pop. 11,400. The river is here divided into several branches, and as this circumstance in olden times facilitated the fording of it, this place became the usual place of entrance from the south to the Danish realm. A castle was built here early in the Middle Ages, and a town soon sprung up under its protection. Afterwards the whole place was converted into a fortress, according to Vauban's principles, with ramparts and moats, and protected to a great extent by inundations. During the Schleswig-Holstein rebellion, Rendsburg served as the principal seat of the insurgents, and after the suppression of the movement the fortifications were mostly thrown down; nor could they nowadays have been of the slightest use in war. The trade is favoured by its position on the Eider, of which a part above Rendsburg has been converted into a canal, with several locks, and connected with the Baltic by the Eider Canal, which opens into the bay of Kiel at Holtenau. The last sluice towards the W. stands in Rendsburg itself.

The duchy of Schleswig, until 1864 a part of Denmark, has an extent of about 3300 Eng. sq. miles with about 420,000 inhabitants.

The Cimbrian peninsula, of which the duchy forms part, consists, as we have stated in the general account of Denmark, of an elevated plain, with a very gentle fall to the W., but ending abruptly on the eastern coast. The plain is upon the whole sandy, and has much standing water, presenting a most uninteresting aspect, while the eastern coast is fertile and well wooded. The railway through the duchy of Schleswig has for economical reasons been laid on the table-land, and the towns on the E. coast, which are situated at the foot of the hills, mostly at the head of deep inlets from the sea, are connected with the trunk line by means of short branches. Although, therefore, almost every one of the towns along the E. coast is individually prettily situated, the railway journey through the duchy, without stopping anywhere, has nothing attractive.

Soon after leaving Rendsburg, going to the N., we observe a range of hills to the rt., the so-called *Hüttener Berge*, which, though scarcely reaching a greater height than 400 ft., nevertheless look very imposing, because they are seen across a dead plain which seems wider than it really is. In ancient times they were covered by an extensive forest of which but little remains; but the landscape near and amongst these hills is very pretty, and may be visited during a drive from Schleswig.

The next towns of importance are *Schleswig* and *Flensborg*, each of which affords an excellent centre for excursions. Schleswig presents, however, but little interest. It may,

by leaving Hamburg early, easily be visited on the way to Flensborg.

Schleswig and Environs.

SCHLESWIG Stat., 2 miles from the town, near Gottorp (*Inn:* Stadt Hamburg, halfway between the stat. and the town, very good).

Schleswig, 82½ m.; 9·40 A.M. (*Inns:* Stadt Hamburg, best; Stehns Hotel), with 14,600 Inhab., is situated at the head of the Slie (Germ. Schlei), a remarkable inlet from the Baltic, 25 English miles long, narrow and winding. Though really situated on the sea, it is practically an inland town without trade or shipping, subsisting mainly as the seat of several government authorities, courts of justice, &c.

In the town itself the most remarkable building is the *Cathedral,* built in the 15th century, when a fire had mostly destroyed the older building. On this spot the first church in Denmark was erected in 827. It was renewed several times, and of these earlier buildings fragments remain of which the oldest date from the 11th century. The building has a detached belfry and many interesting architectural details, but the principal object of interest is the *Altarpiece of carved oak,* formerly in the monastery at Bordesholm in Holstein, and in 1666 transferred to its present place. The artist was *Hans Brüggemann* from Husum, and it was finished in 1521. The principal subject is the Passion, and the figures are executed with great ability. The church is full of monuments, amongst them a beautiful marble monument by an Italian sculptor, Caprara, over the sepulchre of *King Frederik I.* of Denmark and Norway (1533), his Queen and one of the Royal Princes. Besides the altar and this monument, the chancel contains an interesting metal font of 1480, a very fine episcopal baldachin, and 36 well-carved oak stalls in Gothic style. The burial chapel of the Dukes of Holstein-Gottorp, who resided in Schleswig, is also very handsome. Through richly carved doors the spectator may behold the richly adorned coffins of the Ducal dead exposed to view. The cloisters with pointed arches are unfortunately mostly bricked up.

The church of *St. Michael* was formerly a round church built of granite and Rhenish Tufa stone, but has been so much altered in the course of time that but little is left of the original building, which dates from the time of the Crusades. To students of the history of architecture it is very interesting.

The *Convent of St. John,* with its well-preserved cloisters, and the church, with a very remarkable *Lady Chapel* and highly interesting carving, is well worth a visit. The building presents a mixture of style, originally Byzantine with round arches, which have been partly altered into pointed ones. The earliest notice of this convent is from 1250, but it was doubtless much older. It is now an institution for unmarried ladies of the nobility.

In the quarter of the town nearest the Stat., called Frederiksberg, stands the *Castle of Gottorp,* a plain whitewashed building originally built for an episcopal residence; it existed already in the 12th century, but the present structure dates from the 16th century, and even later. It served as a residence for the Dukes of Holstein Gottorp, who possessed (1526–1720) a part of Schleswig as vassals of the King of Denmark, besides a part of Holstein, which they held in fief of the Emperors of Germany. In 1720 Frederik IV. of Denmark took possession of their territory in Schleswig, and in 1773, when the ducal family had ascended the throne of Russia, the Danish Government acquired their posses-

sion in Holstein in exchange for the duchy of Oldenburg. The rooms of the castle, which are now used for public offices, are mostly vaulted. The chapel is very fine, and has a handsome altar of oak with ornaments of ebony and massive silver.

Schleswig is principally interesting on account of its being intimately connected with Danish history, particularly of the Middle Ages. Its original name was *Hedeby* (not to be confounded with the ancient village of *Haddeby* a few miles off across the Slie), but in the 11th century it was also called *Sliasvic;* it is mentioned as early as the 9th century as a great emporium of trade belonging to the Danes. It was the capital of the Danish King Götrik, who fought against Charlemagne, and was long the most important town in Denmark. Here, as before stated, the first Christian church was built, and the first bishop established. The town was strongly fortified, and it served as headquarters for the Danish army, which in those days was permanently placed at

The **Danevirke,** which once passed close to the town, and was one of the most remarkable historical monuments of the North.

At the time when the Danevirke was first constructed, the lower course of the Eider, as well as its tributaries the Treen and the Sorg, were surrounded by marshlands and watery meadows impassable for an army. There intervened between these tracts and the innermost part of the Slie only a space of a few miles, which consequently alone had to be defended against an enemy advancing from the south, and the kings and rulers of Denmark therefore at a very early, even prehistoric time, attempted to fortify this position. The earliest work of which history speaks is the "Kurgrav," S. of the Danevirke, of which now only vestiges remain. This was constructed against the threatened invasion of Charlemagne. Queen Thyra raised a far more extensive work to the north of this, stretching from Bustorf, just outside Schleswig, to Hollingstedt, on the Treen river, a distance of 9 English miles, and flanked by several mighty fortifications, as the Oldenborg, and the now so-called *Riesendamm,* or Giant's Dyke. The whole nation worked at it for three years, and it consisted of a rampart 30 to 40 feet high, generally with deep moats, which was rendered less accessible by an enormous palisading of oak timber. Where the soil was too wet the rampart was laid on a groundwork of timber to prevent its slipping down.

Behind this work King Harold Blaatand, with a united Danish and Norwegian army, braved for a long time the German Emperor Otho; but at length the enemy succeeded in setting fire to the palisading, and thus got the upper hand. Of this fire the vestiges are still to be seen. Harold's son, King Svein, who, during his warfare in England, had to take special care to secure the frontier of his kingdom at home, restored the Danevirke and finished it with a wall of hewn stones. Again, about the year 1180, King Valdemar fortified the Danevirke by a wall 2 miles long, 6 feet thick, and 16–20 feet high of burnt brick, of which the lower part is still standing, though hidden by the earth which has fallen down over it. A century later the Danish rulers again fortified and improved the Danevirke, but after that time it was neglected. After the acquisition of Holstein by the Danish kings in 1460, there seemed less reason for keeping it in repair, the frontier of the king's possessions being moved so much farther south. Innumerable battles were fought at, and in front of, the Danevirke in olden times.

In the battle of Schleswig, fought

on Easter Day, 1848, in which the Prussians were victorious, the Danish army was placed near the Danevirke, but very little use was made of it. In 1850, the Danish army again occupied it, and in the years 1861–1864 it was regularly fortified afresh, and the Danish army took its stand here at the beginning of the last war. But the position was too extensive for the number of defenders. The low marshlands, which in ancient times were naturally impassable, had again been rendered so by artificial inundations; but the frost made a bridge over the water, and laid the right flank of the position open to the enemy. The Slie, which ought to have covered the left wing of the Danish army, could, for the same reason, not be depended upon.

Though generally too wide to be bridged under the fire of a defending force, it has two very narrow places, at *Missunde* and at *Arnis*. Both were fortified, and *Missunde* was attacked in vain, as it had been in 1850; but the invading force was so numerous that, whilst the Austrians attacked the position in front, Prince Frederick Charles directed a division of the Prussians towards Cappel, there to cross the Schlei and fall upon the rear of the Danish army. This compelled the Danish general De Meza to retreat (5 Feb.), to prevent the total destruction of his army. The new works which had been constructed by the Danish engineer were afterwards levelled by the Prussians; but the old dyke, which could not be levelled without very great, unnecessary, and unremunerative expense, stands still, as an incontrovertible witness as to who the original possessors of the land were.

Numerous barrows in the neighbourhood remind us of the warfare of ancient times, and several stones with Runic inscriptions, raised in memory of valiant Danish warriors, have been found here, of which two may be seen in the park of *Louisenlund*, a short drive from Schleswig, a manor-house belonging to the Duke of Glücksburg, where the present King of Denmark was born.

A drive to the Danevirke and back may easily be made in two or three hours, and should be extended to a place called *Kurborg*, where cuttings may be seen.

The town of *Eckernförde*, on the Baltic, S.E. of Schleswig, is also within a drive. There is a diligence daily in 3 hours. An action took place here in 1849 between some coast batteries erected by the Germans and two Danish men-of-war, who, being unprovided with steam, and being caught in the bay by a sudden change of wind, had to surrender.

A *steamer* goes twice daily down the Slie as far as *Cappel*, 3 hours, near its outlet in the Baltic, passing *Missunde* and *Arnis* mentioned above; the banks of the Slie are very picturesque. At Missunde King *Erik* Plovpenning of Denmark was murdered in 1250 at the secret instigation of his brother *Abel*, who was his vassal as Duke of Schleswig; the body was found by fishermen and buried in the cathedral at Schleswig, but was afterwards transferred to *Ringsted*, in Sealand. Two years later Abel was killed in battle, and also buried in the cathedral, but the clergy complained that his ghost, which could find no quiet in the grave, interrupted the night services, and the body was therefore, at the command of King Christoph I., taken away and thrown into a bog in the neighbourhood.

Another excursion may be made by carriage to *Idsted*, north of Schleswig on the high-road to Flensborg, where a battle was fought, the 25th of July, 1850; the army of the Holstein insurgents occupied a strong position, supported by a line of lakes and woodland, from which they

were driven by the Danish army, and this battle virtually ended the rebellion, though, thanks to the support of Germany, they still remained under arms for a few months, encamped near Rendsburg, from whence they made two unsuccessful attacks on the Danish position at *Missunde* and at *Frederiksstad.*

Rail—Schleswig to *Fredericia.*

Jübeck Junct. Stat. Rly. E. to Husum and Tönning.

About 6 miles south from Flensborg on the high-road to Schleswig, is a village near a small lake called *Oeversee*, where the Danish rear-guard, both in 1848 and in 1864 sustained fierce conflicts with the advancing Germans, in order to cover the retreat of the main body of the army before their more numerous foes. In both cases the object was attained, though with great sacrifices.

Flensborg and Environs.

Flensborg Stat. (*Inns:* Bahnhof H., best and clean; Rasch Hotel; 30,000 Inhab.) was formerly a flourishing commercial place, but declined on the separation from Denmark, and now again reviving, is situated at the head of the Flensborg Fjord, and has an excellent harbour, with 7 to 15 fathoms' depth of water. But little remains of the old public buildings of the town excepting the two gateways. West of the town was a royal Castle *Duborg*, where Queen *Margaret* of Denmark, Norway and Sweden, often resided; she died on board a vessel in the harbour in 1412. Now but a fragment of the walls is visible above ground. From *Bellevue*, a restaurant, there is a fine view over the town. The *Cemetery*, W., near the Windmill, also affords a fine view of the town and the neighbourhood. *St. Nicholas Church*, in which observe a curious font. A splendid *Monument*, erected here by public subscription over the bodies of a great number of Danish officers and soldiers who fell at Idsted, and consisting of a colossal lion, was mutilated in 1864, after the retreat of the Danish army, by a gang of roughs. It was removed to Berlin in 1864. The collection of Northern antiquities, &c., formerly in the Museum here, has been removed by the Prussians to Kiel, with the exception of a remarkable boat of the 3rd cent. found in a peat-bog at Nydam in Schleswig, 72 ft. in length, and pulling 14 oars on each side.

A considerable proportion of the inhabitants of Flensborg use the Danish language, and the purely Danish part of the duchy, in point of language, begins from Flensborg. To the south of this town the Danish language, which in 1825 was prevalent as far as the Slie and the Danevirke, has been almost superseded by the Low German; but, as many speak both languages, it is difficult to draw the boundary between their territories.

From Flensborg the journey to Copenhagen may be continued either by steamer direct to Korsör in 11 hrs., and thence by rail, or by rail through North Schleswig, Jutland, and Fyen, to Korsör.

Direct Steamers to Korsör (usually Monday, Wednesday, and Friday) start from Flensborg 6½ A.M., so as to reach Korsör in time for the evening train to Copenhagen. The panorama of Flensborg from the bay is very pretty, and the shores of the bay are well timbered. After passing some small islands and rounding a headland, we observe the castle of *Glücksburg* on the rt., but only a moment, through a cutting in the wood. Next appears, to the l., *Graasten*, and then straight ahead, apparently closing the bay, the so-called *Broager land*, a hilly peninsula, ornamented by the twin spires of *Broager* church. The steamer

takes a turn to the right, in order to round the promontory, and then emerges into the Baltic. To the left appears the bay of *Venning bond.* The defensive works at Dybböl are clearly seen from the sea, particularly if the steamer, as is generally the case, runs into the *Alssund*, in order to land passengers at *Sönderborg.* The water here is deep enough for the largest ships, and the current through the sound so rapid, that it never freezes over. After leaving Sönderborg, the steamer rounds the southern extremity of the island, giving it a wide berth on account of sandbanks. We observe the entrance of *Horup Hav*, a deep bay penetrating behind Sönderborg, and which was of the greatest importance to the Danes during the siege of Dybböl, because it afforded an easy and safe place of embarkation and unloading of reinforcements, stores, &c.

The steamer then crosses the *Little Belt* between the islands of *Als* and *Ærö*, passes round the northern point of the latter island, and after a winding passage amongst smaller islands, halts at

Svendborg, an insignificant but excessively prettily situated town, with 2 churches of the 12th cent., on the southern extremity of *Fyen.* The neighbourhood abounds in pretty walks and views.

The island opposite is called *Taasinge* (*ferry* between Svendborg and Vendeby 5 min.), originally *Thorseng*, that is "Thor's meadow," and forms a very valuable domain belonging to the descendants of *Niels Juel*, one of the naval heroes of Denmark. The castle was originally built in 1630 for Prince Valdemar, son of King Christian IV. In the middle of the island *Bregninge* church, from the tower of which a magnificent view of more than 25 miles in every direction over land and sea, and the numerous islands; 65 churches can be counted.

In Svendborg and on Taasinge, there is a prosperous shipbuilding trade, favoured by the deep water and safe anchorage in the "Svendborg sund."

After leaving Svendborg, the steamer passes through a wider arm of the sea between Fyen on the left hand, and *Langeland* on the right, a fertile and well-timbered island, 30 miles long and from 2 to 4 miles broad, belonging mostly to Count Ahlefeldt. The little town of *Rudkjöbing* (*Inn:* Langeland), on this island, was the birthplace of H. C. Örsted, the discoverer of electromagnetism. At length the Great Belt is reached, and, crossing over in a straight line, Korsör is reached about 5 P.M.

Railway from Flensborg to Fredericia, a direct continuation. After leaving the *North Schleswig Junction*, uniting the short local branch which serves Flensborg and the main line, we pass

Tinglef Stat., junction for *Tönder* (see Rte. 7).

Rödekro (German, Rothenkrug), junction stat. for *Aabenraa* (Germ., Apenrade), a well-to-do town, prettily situated on a bay of the same name in the Little Belt, of whose inhabitants many are extensive shipowners and shipbuilders.

Vojens, junct. stat. for *Haderslev* (*Inn:* Stadt Hamburg), on the E. coast, a very old town with 9000 Inhab., and a handsome *Church.* From Vojens there is a mail-coach in 5 hours to *Ribe* (described in Rte. 16), which is just beyond the present Prussian frontier, and the railway going north from Vojens passes the Prussian frontier at *Sommerstedt*, and enters Denmark Proper at *Vamdrup.* Handbags and unregistered luggage are here examined by the Danish douane. The rly., which hitherto has chiefly passed through desolate moors and heaths, now approaches the sea, and the

landscape improves. The first town after crossing the present Danish frontier is

Kolding (Hotel omnibus from Rly., *Inns:* Thomsen's Hotel, Svenson's Hotel), an old town of 7000 Inhab., prettily situated on the Kolding Fjord, and endowed with special privileges by Christopher II. in 1321, several times burnt, and the scene of a conflict in 1849 between the Danes and the Schleswig-Holsteiners, but the interest of the place centres in the neighbouring massive ruins of

Koldinghuus, begun in 1248, destroyed by fire in 1808. The huge square tower was built by Christian IV., and its corners were surmounted by colossal statues representing classical personages. One of them, Hannibal, holding a shield with the arms of Denmark, is still standing. It is one of the finest ruins in Denmark, and very picturesque at moonlight. From Kolding a charming excursion may be made to

Skamlingsbakke, 7 m. distant (7 kr.); an eminence (363 ft.) with a magnificent view. It is a place of historical interest, because it was here that the North Schleswigers for several years previously to 1848 held monster meetings, to protest against the so-called Schleswig-Holstein agitation, and the intended separation of Schleswig from Denmark. A fine granite *obelisk*, 60 ft. high, with the names of their Danish leaders (amongst them Krüger, who now represents North Schleswig in the German Parliament) commemorates the fact. It was thrown down by the Germans in 1864; but is now restored, the locality, which formerly was just inside the Schleswig territory, and thus really was to have been ceded to the Prussians in 1864, having remained in the possession of Denmark by a regulation of the frontier.

Beyond Kolding the rly. passes through a rich undulated country with occasional glimpses of Kolding Fjord and the Little Belt, which here is scarcely a mile wide, and of the opposite coast, and in a little more than half an hour the train reaches

Fredericia (Victoria Hotel, very fair, civil host), where passengers for Copenhagen leave it in order to cross the Belt by the steamer. The distance from the pier is insignificant, and there is time for lunch at the *buffet* at the station. Fredericia was founded by Frederik III., 1655, and was intended to become a powerful fortress, securing the connection between Jutland and Fyen; but the plan was never carried out, and it is now dismantled.

The greater part of the area inside the ramparts remains unoccupied. The number of Inhab. is only 7700. In 1848 the Danes did not attempt to defend the fortress, but during the armistice, 1848-9, it was thoroughly repaired; and when in 1849 the Danish army had to retreat before the far more numerous German forces, a garrison was left in Fredericia, which the army of the Holstein insurgents, advancing in the rear of the allied Germans, besieged for two months, during which the town was destroyed by a bombardment. On the 6th of July a Danish corps d'armée, which had been brought into the fortress by way of the sea, made a sortie, defeated the besieging army, and captured their camp and artillery and numerous prisoners.

In memory of this victory, a fine monument was erected inside one of the gates (on leaving the station the first street to the l. leads directly to it), consisting of a *bronze statue of a soldier*, putting one foot on a howitzer, and waving a beech-branch as a sign of victory. The figure, which is known as *the Danish Land soldier*, by *Bissen* (Thorvaldsen's best pupil, born in Schleswig), is placed on a granite pedestal; the

total height is 20 ft. The monument stands in an open triangular place; from the apex of the triangle two streets issue, of which the broadest and longest (Danmarksgade) leads to the church and cemetery of the

Holy Trinity (rt. hand in the street), where 500 fallen Danes rest under a barrow planted with beech-trees, and distinguished by a *basso-relievo* by *Bissen*, two soldiers burying a fallen comrade. Returning by Jyllands gade, which runs parallel to Danmarksgade on the other side of the church, the 4th turn to the l. leads to the harbour. A bronze bust by Bissen, of General Bulow, the Danish Commander in the battle of Fredericia, stands in front of the new and handsome town-hall, built in 1860, a few minutes' walk from the station. As a fortress, Fredericia is now valueless.

The passage across the Little Belt occupies only a quarter of an hour, but there is nearly half an hour's delay in *Strib*, on the coast of Fyen, before the departure of the train. The landing-place lies quite isolated, about a mile from the little town of

Middlefart (Behrendt's H., Knudsen's H.), where formerly the passage of the Belt was chiefly undertaken, the ferry landing at *Snoghöi*, south of Fredericia. The town is very old, and is the seat of the oldest guild in Denmark, that of the dolphin-hunters (*Marsvinejægere*). A great number of these animals, which during the winter arrive in shoals, are killed annually. The park of the manor-house of

Hindsgavl, situated on a peninsula, which is open to the public (as indeed are most of the large parks in Denmark), is reckoned one of the prettiest points in Denmark.

The Rly. from *Strib* to *Odense* (2 to 2½ hrs., 29¼ m.) leads through a rich and undulating district; but the journey is very tedious, on account of the slowness of the train, and the frequent stoppages. The island of Fyen is one of the most fertile parts of Denmark.

Odense (*Inns:* Brockmann's Hotel, Postgaarden) is one of the oldest towns of Denmark, the original name being Odinsve, that is, a place sacred to Odin, the principal deity of the heathen Scandinavians. It is a flourishing place, and the population (25,000) has nearly trebled in this century. Its principal object of attraction is the

Church of St. Canute (apply for admission to the sexton, 13 St. Knud's Kirke-stræde), the national Saint of Denmark. He was a grand-nephew of Canute the Great, and ascended the throne in 1080. He collected a large fleet and army with which he intended to dispute with William of Normandy the conquest of England. But the emissaries of William having succeeded by bribery in creating insubordination in the army, it separated before the king's arrival. This gave rise to bad feeling between him and many of his subjects, on whom he inflicted severe punishments. An insurrection broke out, and he was killed in 1086 in Odense in the church of St. Albanus, while kneeling before the altar. He was canonised in 1100 as the first Danish martyr, and buried the next year with great pomp in the church of St. Canute (in Danish *Knud*), which he had begun to build, but which was finished after his death, and named after him.

Besides the Saint and his brother Benedict, who gallantly defended him and fell at his side, several other Danish kings and queens are buried here. The shrine of St. Canute is a singular example of Romanesque woodwork. The top is of glass, to display the bones. The skull only is visible. The pall was worked by his queen. A slab removed from another ch., and set up in one of the aisles, bears the effigy of King John II. and his wife (d. 1513), rudely carved. In the

chapel of the family of Ahlefeldt is the fine monument by Quilinus of General Hans Ahlefeldt, who distinguished himself at the siege of Copenhagen in 1658. Also some curious sarcophagi of wood, iron, and gilt bronze, containing the remains of other members of the same family. Note also some monuments in the chancel, among others that of Countess Skofgaard (1613), surrounded by 16 armorial bearings; the memorial to a Bishop of Fyen, who died in 1654; and to Count Munch, 1554. (N. aisle.) The present ch. is a fine specimen of early pointed Gothic brick architecture, but is at least two centuries later than Canute's church, and the tower cannot be earlier than the 16th cent.

In *Vor Frueskirke* (Our Lady's Church) is a very remarkable carved triptych altarpiece by *Claus Berg*, 16 ft. high, 20 ft. broad, when open, with more than 300 figures, and more than 300 square feet of surface. The famous artist, a native of Lübeck, made this altarpiece for the Greyfriars Church, at the expense of Queen Christina, towards the close of the 15th cent. The latter very fine ch. having been demolished in 1806 most unnecessarily, the church of Our Lady bought this altarpiece for the sum of 25*l.*! Each wing is divided into eight compartments, illustrating scenes in the life of our Lord. In the centre there are three groups in oblong panels: the upper one representing the Coronation of the Virgin; the central panel the Crucifixion; and the lower one the Presentation in the Temple. It is a fine example of the wood carving of the period.

In the *Palace*, which sometimes has served as a royal residence, is a good collection of northern antiquities, enriched in 1871 by the Lassen collection, and particularly strong in specimens of the stone age.

On an open space called "Flakhave," near the cathedral, stands a bronze *Statue* of King Frederik VII., by Bissen, representing the king giving the Charter of 1848, which is still the constitution of Denmark.

In the suburb of "Vesterbro" a small cottage may be seen (No. 1) in which the poet H. C. Andersen, whose tales are so well known in England, was born, 1805, and in which his childhood was passed. He was the son of a cobbler. The neighbourhood has several pretty walks along the river, to "Fruens Böge," a beech plantation, and to Naesbyhoved on the road to Bogense, where there is a tumulus dedicated to Odin, ruins of a castle, and a pleasing view.

In the church at *Fraugde*, near the station of *Marslev*, the first out of Odense on the line to Nyborg, is the sepulchre of *Thomas Kingo*, son of a Scotch weaver, who settled in Denmark in the 17th century. He was a celebrated composer of church hymns, of which very many are still in use; he died as a bishop at Fraugde manor-house, which belonged to him. *Birkende*, near the following station, was the birthplace of Haus Tausen, the principal of the Danish Reformers; but there are no memorials of him.

Nyborg (Postgaarden: Hotel Nyborg near the harbour) is reached in about one hour from Odense. This town of 4600 Inhab. was a fortress up to 1869, but the ramparts now merely serve as a promenade. The neighbourhood is rich and pretty, and a walk to the ancient manor-house of *Holckenhavn* (fine chapel with good carvings) and the surrounding woods is well worth the trouble.

The steamer for Korsör starts about ¼ hr. after the arrival of the train from Odense, the station being quite close to the harbour, and arrives on the other side of the Great Belt after a passage of 1½ hr., in good time for the corresponding up-train to Copenhagen. In the middle of the Belt the small island of

Sprogö affords a very convenient stage for the ice-boats, by means of which the passage is effected in winter. There is rarely solid ice in the Belt affording a fair passage for sledges. Generally the ice merely fringes the coasts: often the water between these borders of solid ice is full of huge masses of floating ice. The mails, and such passengers as are disposed to try it, are then brought over in large boats, which are drawn by the men across the ice where it is strong enough, and rowed or paddled through the open parts. The whole distance being 18 m., a stage on the road is often very acceptable, and frequently passengers and crew are obliged to spend one or more days on the island. This has only a circumference of one mile, and contains only a lighthouse and a plainly furnished hostelry, which is never used except when there is ice in the Belt.

Korsör (Hotel Store Belt by the landing-place and station), forms the most important junction of the different lines of internal communication in Denmark, but has nothing to attract the attention of the traveller. The little bay, which is separated from the sea by a narrow peninsula on which the town is built, and which, on account of the narrowness of the inlet, looks like a lake, has become known in the archæological world for so-called "coastfinds," accumulations of rudely manufactured stone implements met with near the seashore, and no doubt traceable to the prehistoric inhabitants of the country.

The first town at which the train stops after leaving Korsör is

Slagelse (*Inn:* Postgaarden, Stadt Hamburg), which, however, offers nothing worthy of special attention. Soon after leaving the station of Slagelse the rly. enters one of the most attractive districts of Sealand, rich in extensive forests and beautiful though not very large lakes, in the centre of which *Sorö* Stat. (see Rte. 11), the next town on the line is situated. The pretty lake appears on the l. hand of the train, and soon a large white building is observed in the wood on the opposite bank, viz. Sorö Academy, a public school founded by the celebrated Danish author, Ludvig Holberg, in the last century. The town is scarcely visible from the train, and as it is conveniently visited from Copenhagen we postpone the description of it, as well as the notices of the following towns.

Ringsted Stat. (see Rte. 11).

Roeskilde Stat. (described in Rte. 11, p. 80) (*Inns:* H. Prindzen; H. Frederikstad) whose cathedral is very well seen from the line, and whose beautiful situation at the head of the fjord which thus penetrates into the very heart of Sealand, can also be appreciated.

The last 18 m. of the rly. journey are uninteresting. The country, though fertile, and upon the whole well cultivated, is very bare. When the train approaches Copenhagen, the castle and park of the Frederiksberg appear to the right, and the journey's end is reached, after crossing the belt of lakes which surround the inner part of

Copenhagen Terminus, see Rte. 8.

ROUTE 6A.

FLENSBORG TO GLÜCKSBURG, SÖNDERBORG, DÜPPEL, AND THE ISLE OF ALS.

Steamers leave Flensburg at 6.30 A.M., arriving at Glücksburg at 7. Strand Hotel at pier good. Leaving Glücksburg at noon we arrive at Sönderborg in two hours and a half. There are ten boats daily from Flensborg to Glücksburg, and ten returning. Three boats daily to Sönderborg, at 6.30 A.M., 11.30 A.M., 7·30 P.M.

Excursions from Flensborg.

(*a*) to **Glücksburg** in the fertile district of *Angeln*, between the bay of Flensborg and the Slie, which formerly erroneously was supposed to be the home of the Angles who settled in England in the 5th century. Originally a monastery, *Ry Kloster*, it has been inhabited by princely personages since the Reformation, and King Frederik VII. died here in 1863 in consequence of a cold which he contracted on an archæological excursion. The castle lies in a lake surrounded by pretty beechwoods.

Excursion to **Als** *and* **Dybböl.**—An interesting excursion may be made from Flensborg to *Dybböl* (German Düppel) and *Sönderborg*, either by steamer to the last-named place (several times daily, a pleasant trip), or by road, a distance of about 13 miles. To go and return takes up a long day, and it is advisable to carry provisions, the *Inns* at Sönderborg being poor.

The *Steamer* traverses the Flensborger Fjord, a broad inlet of the sea, with gently swelling banks, touching alternately at the places on the N. bank—*Nubel*, whence one may walk by Dybböl to Sönderborg, or at Broaker.

The road leads through the Northgate, along the coast, through a wood called "Kobbermölleskoven," in the neighbourhood of which the battle of Flensborg was fought in April 1848, where the insurgents were defeated by the Danish troops; then turning eastwards across open fields to *Graasteen* or *Gravensteen*—an old-fashioned large manor-house belonging to the Duke of Augustenborg, surrounded by pretty woods. From thence the road turns round a small but very deep bay, "Nyböl Noer," and soon reaches the village of Dybböl. Nyböl Noer is connected with the bay of Flensborg by a very narrow inlet, across which the Prussians had a bridge in 1864. The Danish iron-clad "Rolf Krake" (built on the Clyde) was sent to destroy it, but could not get near enough, owing to her draught of water. She sustained a very heavy fire from the Prussian artillery without receiving any damage. This was the first actual engagement of a turret-ship in European waters, and has been the subject of much controversy, as the German artillerists erroneously maintained that their fire had driven the ironclad back.

Beyond the village of Dybböl the ground rises abruptly, forming the so-called "Dybbölbjerg," which was the scene of a fierce struggle during the last war between Denmark and Germany. From the top of the hill, where a Gothic *monument* from Strack's design has been erected to the fallen, there is a magnificent view over the surrounding country, which forms a peninsula called *Sundeved* (Sundewitt), and across the narrow *Als Sund* to the island of *Als* (German Alsen) and the little town of Sönderborg. Both in 1848, after the battle of Schleswig, and in 1864, the Danish army, being compelled to retreat before superior forces, took up a position on this hill, from which it could threaten the flank of the advancing army, and where supplies could easily be ob-

tained from Als, to which the road by sea always was open. In the first war between Denmark and Germany, the hill was left without any fortifications.

In 1848 two severe engagements, 28th May and 5th June, took place in the front of the hill, but this was never attacked; in 1849 the Danes, after a smart encounter at *Ulderup*, retired to Als, leaving the hill, save a *tête de pont*, in the hands of the enemies, who in vain attempted to force a passage over the bridges which lead to Sönderborg; but when a new war was foreseen in the years 1861-64, extensive works were erected on the crest of the hill, which, though only having the character of field-works (with dry moats and without brickwork, &c.), resisted the attacks of the Prussians for two months. But the modern guns of the latter, which reached three times as far as the old-fashioned ordnance of the Danes, by degrees reduced the entrenchments to mere gravel heaps, and when the Prussians at last stormed the works on the 18th of April, the Danish Commander had already resolved to give up the position. The Danish army retreated to Als, which, as the map shows, is separated from Sundeved by a very narrow but deep arm of the sea. The same circumstance, however, which drove them from Dybböl, the immense superiority of the Prussian artillery, enabled the latter to force a passage across the Sound (29th June, 1864), for which they had made careful preparations under the shelter of a little wood on the Sundeved side, which the Danish generals had omitted to cut down in time. The consequence was that the Danes had to quit the island by sea. Instead of the ruined Danish entrenchments the Prussians have now erected very powerful works on the hill and around Sönderborg, converting it into a formidable fortress, and a *monument* has been erected to commemorate the victory over the Danes.

A *Bridge of Boats* leads across the narrow Alser Sunde to Sönderborg, and the island of **Als**, which occupies about 100 English square miles, and has 23,000 Inhabitants. The town of *Sönderborg* opposite Dybböl, with a *castle* dating from the 13th century, was bombarded and destroyed by the Prussians during the siege of Dybböl. It has 5800 Inhab. On the height of Arukiel, about 4 m. N. of Sönderborg, the Prussians have erected another *Gothic Obelisk* to record their victory over the Danes. In the centre of the island is *Augustenborg*, with a beautiful park, the ancestral seat of the branch of the house of Oldenburg which bears that name. It came into the possession of the Danish Government when the Duke was exiled on account of his participation in the insurrection in Holstein in 1848. Now it belongs to the Emperor of Germany, and is used as a barrack. A short distance E. of Sönderborg is *Hörup Hav*, a very large and deep bay and natural harbour, by which the Danes in 1864 received their supplies for the garrison at Dybböl.

ROUTE 7.

FLENSBORG TO HUSUM, TÖNNING, AND THE FRISIAN ISLANDS.

The *west coast of Schleswig* and the *Frisian Islands* may be conveniently visited from Flensborg. Both the country and the people there are interesting. The marshland on the west coast, and the row of islands which gird it, are remnants of that extensive marshy country which is supposed to have existed at the southern extremity of the North Sea, at the time when the English Channel did not exist, and when the North Sea was nothing but a large bay into which the Thames, the Scheldt, the Rhine, and the Elbe, poured their waters charged with fertile clay. The greater part of the marshy alluvial land must have disappeared when the channel was formed, but remaining portions still are seen along the coasts of England, Belgium, Holland, Germany, and Schleswig. For many centuries the inhabitants have been contesting the ground with the violence of the sea; mighty dykes stretch for hundreds of miles along these coasts, and from time to time new land is enclosed, but more is lost than gained, on the continental side at least. The west coast of Schleswig shows this in a remarkable manner.

According to King Valdemar's 'Jordebog' of 1231, there were more than 60 churches in the Frisian province of *Strand*, but after the great floods of 1300, 1362, and 1634, only 14 remained. In the flood of October 11, 1634, the sea broke through the dykes in 44 places; in Nordstrand alone 6000 men were drowned, and along the coast of Schleswig and Holstein 15,000 in all lost their life. The soil is exceedingly fertile, and much cattle is fattened here for the English market; in the enclosed "kougs," inside the dykes, large and well-to-do farmhouses indicate the prosperity of the people; but on the unenclosed parts the so-called "Halligs," either abutting on the dykes or forming separate islands, life is very difficult and entails many hardships. The houses are built on small mounds to prevent their being swept away by the water, which at high tides and in the winter for weeks together cover the pastures, the inhabitants and their cattle all the while living in their houses surrounded by the sea as close prisoners.

The people are descendants of the ancient Frisian nation, and have in some parts preserved their language, which is quite different both from German and Danish, though belonging to the same group of languages as these and English. Many peculiar customs, and, as far as the women are concerned, a very picturesque national costume, have also been preserved. Lately two sea-bathing places have been established, which are chiefly visited by Germans, and which, though certainly very primitive, have their attractions, not only on account of cheapness, but by reason of their extreme simplicity and quietness.

A Rly. runs from Flensborg by *Jübeck Junct.* Stat. to *Husum* Stat., a small town of 5000 Inhab., on the west coast (Stadt Hamburg H., Thomas H.). Small *Steamers* almost daily proceed to the islands.

Tönning Stat. (*Inn:* Victoria), at the mouth of the shallow river Eider, formerly a fortress, now only known as the departing-place of steamers to London and Lowestoft with cattle fattened in the marshes, particularly in the adjoining district of *Eiderstedt;* but the town is likely to grow in importance as being on the direct line from the E. coast of England to Copenhagen, as steamers now run from Flensborg to Copenhagen in

correspondence with the Rly. from Tönning.

An hour's drive from Tönning is *Friedrichsstadt*, a small town with 2500 Inhab., higher up the river at the junction of the Treen river and the Eider. It was founded by Dutch colonists, 1621, who had been compelled to leave their home on account of religious persecution. It was of considerable importance during the Dano-German wars, because the right flank of the military position of the Danevirke was protected by extensive inundations. These were brought about by preventing the outflow of the waters of the Treen into the Eider through the sluices at Friedrichsstadt. This little town thus became the key of the right wing of the Danish position. The place was attacked by Holsteiners in the autumn of 1850, and entirely destroyed by a bombardment, but an attempt to take it by storm was defeated with very great loss.

The *Steamer* from Husum to the Frisian Islands winds its way through smooth water by a very difficult and intricate course between numerous islands, of which

Pelworm (very interesting old church and beautiful ruins of another) and

Nordstrand, remains of the province of Strand or Nordstrand destroyed in 1634, are the largest, accomplishing the passage to *Wyck* on *Föhr* between the tides, as most of the ground it traverses is laid dry by the ebb.

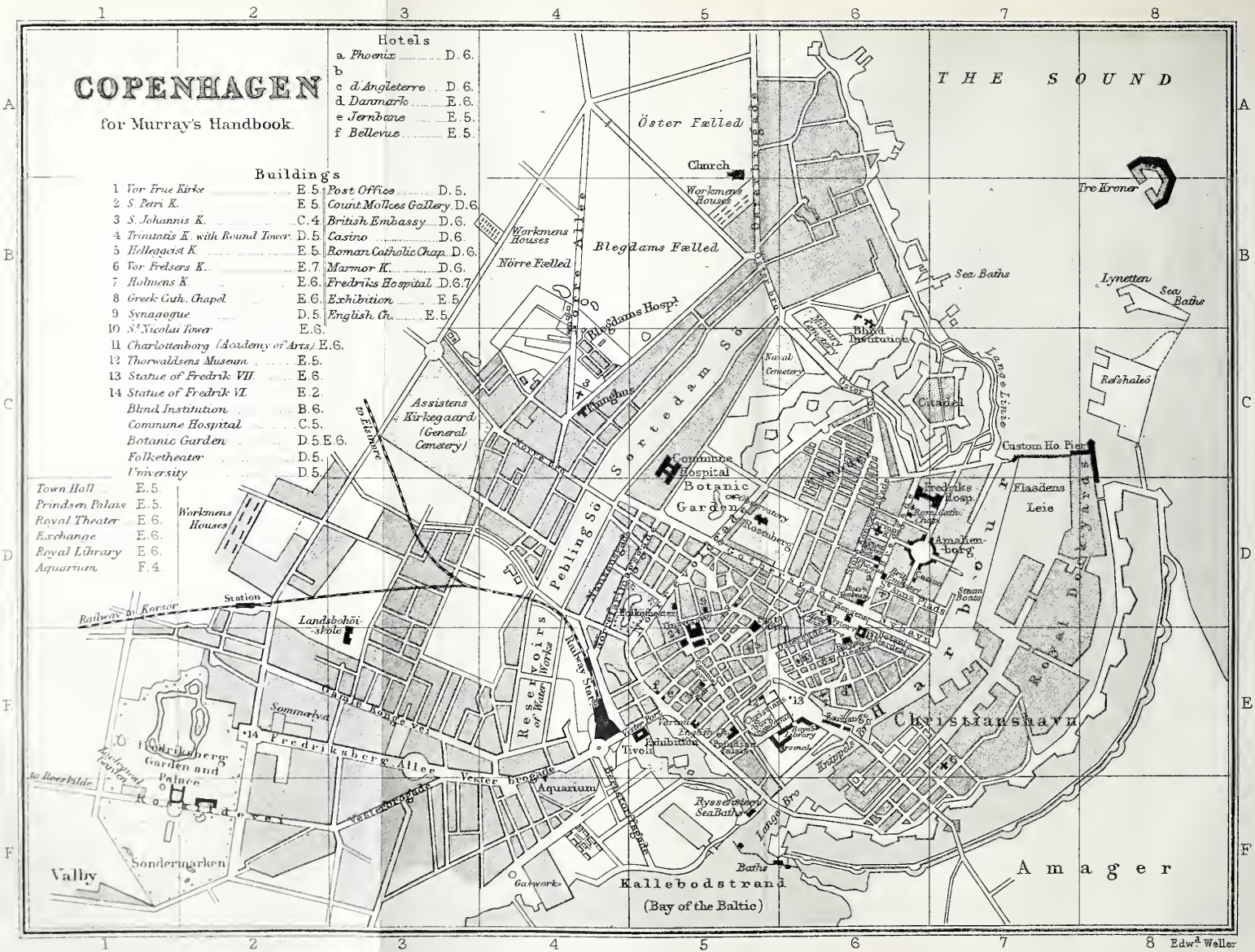
Wyck (Konversations Haus) is, since the fire of 1857, a well-built little place of about 1000 Inhab., with a promenade, music in the evening, a little pier, and other appurtenances of a watering-place. The bathing is very good, and the water very salt, owing to its shallowness, and the absence of fresh-water streams discharging into it.

The steamer continues the journey as far as (2 hrs.) *Nosse*, a landing-place on the long and narrow island of *Sylt* (Danish Sild). Carriages are in waiting to take the travellers across the island to

Westerland (Royal H., Konversations Haus), a small village on the west coast, far more exposed than Wyck, but preferred by some for bathing. This island is very remarkable in several respects. It consists of a narrow strip of land 23 miles long, mostly only 1 m. wide, covered with sand-hills, to which on the middle of the east coast is joined a small constantly diminishing peninsula of marsh land, terminating to the east in a high cliff, Morsum cliff, rich in fossils. There are no trees, and the inhabitants use peat for fuel, which they extract from submarine peat-bogs laid dry at the ebb. Many of them obtain a living at the oyster fisheries, which have existed for centuries, and yield several thousand barrels annually. The fields are cultivated by the women, while the men go to sea; and in spite of all these disadvantages, the population, which is less than 3000, is very well off. Some years ago it was stated that in the Danish funds alone more than 100,000*l.* were owned in this island. In the northern part the Danish language is spoken.

Both here and on the island of Föhr a great quantity of wild duck are taken in so-called "Vogel Kojes," consisting of a large pond with canals diverging in different directions, about 200 ft. long, and covered with nets, into which the ducks are entrapped, partly by corn strewn on the water, partly by tame decoy-ducks. In such a "Koje" as many as 30,000 ducks are sometimes taken in a year.

From *Munkmarsch*, on the east coast, 1½ mile from Westerland, there is a daily steamer in ½ hr. to *Höyer* on the mainland, thence by omnibus (1¾ hr.), which meets the boat, to *Tönder* (Tondern), (Railway *Inn*), a very old town of 3000 Inhab.,



London. John Murray, Albemarle Street.

which has suffered greatly from inundation and fire. From *Tönder* branch Rly. to *Tinglef* junction, on the trunk line.

RAIL, *Tönning* to *Itzehoe* and *Hamburg*.
Heide Junct. Stat. Branch Rly. to Neumünster.
Meldorf Stat.
Edeleck Stat.
Itzehoe Stat. (See Rte. 2.)
Glückstadt Stat., Elmshorn Stat.
Altona Stat.
HAMBURG STATION. (Rte. 1).

ROUTE 8.

COPENHAGEN (DANISH KJÖBENHAVN.

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a. Arrival.—At the railway station, as well as on the steamboat pier, there are porters (*Drager*), at a fixed tariff of 40 öre, to take charge of luggage. Travellers coming from abroad must themselves assist at the custom-house examination. On arriving at the rly. stat. hand the receipt for the luggage to one of the porters, and notice his number.

Cabs or *Droschkes* are paid according to a tariff, which is hung up inside the vehicle. The town is divided into districts; the fare within one of these is 70 ö. for each additional district through which the journey goes 30 ö. more. From the station into the town 1 krone. Luggage extra—portmanteau 15 ö. Any dispute is settled at the nearest police station. It is the number of the cab, not, as in London, the number of the driver, which the passenger has to take notice of, for the sake of possible complaint. The fare by the hour is 1 kr. 50 ö. After midnight all fares are doubled.

A carriage for the day costs 16 kr., and it may be procured at any of the hotels. On Sundays the charge is higher.

Omnibuses and *Tramways* traverse the town in different directions at cheap fares, and connect the old town inside the ramparts with the suburbs and the neighbourhood. The cars of the street-railways (*sporvogne*) are very good, and used by all classes without distinction.

b. **Hotels.**—*H. d'Angleterre*, well situated in the Kongens Nytorv, large, comfortable (D. 6), best in Denmark; a handsome house, fair table d'hôte, waiters slow. *H. Phœnix*, in Bredgade, good; *H. Royal*, Strand, opposite the palace of Christiansborg (E. 6); *H. Kongen af Danmark*, in the central quarter of Gammemholm (E. 6). *H. Dagmar; H. National.* Waiters, mostly German, speak English. *Jernbane H.* and *H. Bellevue*, near the station, are smaller. For a long stay, Clausen's *Hôtel Garni.*

Restaurants.—*Seekamp*, Holmen's Canal; *Vincent*, 34 Kongens Nytorv (*Hôtel d'Angleterre*); *Rydberg's*, Keller Östergade, 13; *Restaurant du Boulevard*, opposite the Tivoli; and others. None very good.

Cafés are numerous; the best are *Stephan à Porta*, Kongens Nytorv 17; *Gianelli and Co.*, corner of Kongens Nitorv and Östergade.

Confectioner.—*Richardt*, Hovedvatsgade.

Sea-bathing establishments in the harbour and along the coast. The best at *Charlottenlund* and *Klampenborg*, easily reached by railway.

Roman baths in *Tordenskjoldsgade*, near Kongens Nitorv.

Post-office, 33, Kjöbmagergade; open 7·30 A.M. to 9 P.M.; postage in the town 4 ö., inland, 8 ö., to England, 20 ö.

Telegraph Stations (20 words inland, 50 ö., England, 4 kr.) at the General Post-Office, the Exchange, railway-stations, and the Custom House.

Railways and *steamers*, see below, and consult the latest official bimonthly *Reiseliste* (20 ö.).

Police Stations distinguishable by a green lantern outside.

Bankers: National Bank at Holmen's Canal, *Privat Bank* in the Exchange, both open 10 to 3; *Smidt and Le Maire*, 15 Kongens Nytorv.

British Embassy in Bredgade 26, opposite Hotel Phœnix (D. 6). *Consulate*, Kvæsthusgade 5. Hours, 10–2.

English Church service in Stormgade 21, on Sundays at 11 A.M. *Roman Catholic Chapel* in Bredgade. *Greek Catholic Chapel* in Bredgade. *Synagogue* in Crystalgade near the round tower.

The best Shops are in Östergade and Kjöbmagergade. For *Danish* specialties we may mention: the *Royal Porcelain Manufactory* near the Round Tower, for biscuit-china statuettes, &c., after Thorvaldsen; *Henriques*, 8 Amagertorv, for the works from Bing and Groendhal's porcelain manufactory; *Budtz Müller & Co.*, 21 Bredgade, photographs of Thorvaldsen's works, &c.; *P. Hertz*, corner of Kjöbmagergade and Kronprindsensgade, jewellery from antique Scandinavian patterns; *C. A. Trolle*, corner of Östergade and Pilestraede, furrier; *Salmonsen*, 10 Bredgade, stationery, maps, &c.

Books and *Photographs*, &c., J. Holm, Kjöbmagergade, No. 8.

Tobacco, Cigars, &c., Messrs. A. M. Herschsprung & Sons, 6 Östergade.

c. **Copenhagen** has at present about 222,000 Inhabitants, and is rapidly increasing in size and population. Although dating from the 12th century, it contains few old buildings and wears a modern aspect, owing to the extensive fires to which it has been subjected; in 1728, 1640 houses were destroyed; in 1795, 950 houses were burned; and in 1807, 305 houses were destroyed by the bombardment of the English. It owes its first prosperity to the famous *Bishop Absalon*, who lived in the 13th century, and it became a royal residence in 1443. It has been a fortress, and towards the sea it is still defended by forts and a Citadel at the N.E. angle of the city; but the fortifications on the land side are not equal to the requirements of modern times, and have been demolished, and the ground partly built on, partly converted into a promenade. Projects are on foot for defences more in accordance with modern science and artillery.

The Forts *Prövesten*, *Middelfort*, and *Tre Kroner* are armed with cast-steel Krupp guns of large calibre; and a gunboat recently constructed for harbour defences carries a 60-ton Krupp gun.

Copenhagen has played a considerable part in the history of Denmark, and has sustained several sieges, notably in 1658–59, when the King of Sweden, Carl Gustav, assaulted the town in vain, and in 1807 when the city was bombarded and captured by the English fleet (see Introd. § 8). Until lately it was not a very healthy place. The plague was a frequent guest, and on one occasion, in 1711, 22,500 died from a visitation of this scourge; in 1853 the cholera carried off about 4700. But now sanitary matters are being attended to. The water supply is excellent and abundant,

being derived from large artesian wells at some distance; but the low level of the ground renders the drainage question a very difficult one to deal with satisfactorily.

The city consists of two parts; Copenhagen proper, on the island of Sealand, and *Christianshavn*, on the small island of *Amager*, separated from the former island by a narrow arm of the sea forming the harbour, which is generally entered from the north, the southern entrance being difficult of approach. The harbour is safe, deep, and capacious, and the traffic by sea considerable.

The town has a friendly, animated aspect, though not striking from architectural beauty. Its four royal palaces give it an air of dignity, and it is rich in institutions connected with science and the learned professions, and in buildings devoted to charitable purposes.

The principal objects of interest are ***Thorvaldsen's Museum*, **Frue Kirke*, the ***Museum of Northern Antiquities*, the *Ethnographic Museum*, and the ***Historical Collection at Rosenborg Castle*, the *Exchange*, the *Round Tower*, and *Tivoli*.

A convenient disposition of the day in Copenhagen is to visit the museums, &c., in the morning, to ride one of Mr. Lórup's horses after luncheon, and to dine and spend the evening at Klampenborg, returning by the last train. Or museums and ride in the morning; boat to Skodsborg or Rungsted (capital bathing) in the afternoon, and Tivoli in the evening.

A drive from the Kongens Nytorv along the *Langelinie*—a favourite promenade outside the citadel at the entrance to the harbour—down the *Kjærlighedssti* lakes—encircling the inner city on the land side—and on to the shady *Park of Frederiksberg*, would take about 2 hrs., and give the traveller a good general idea of the town. A card of admission may be obtained at the hotels.

The days and hours of admission during the summer months to the Museums, &c., are given below, but as they are changed from time to time, the traveller should consult the 'Dagbladet' newspaper.

Monday.—Botanic Garden, 8 to 2, 4 to 7; Ethnog. Mus., 10 to 12; Cabinet of coins, 12 to 2.

Tuesday.—Engravings, 11 to 2; Archæological collection, 12 to 2; Thorvald. Mus., 12 to 3; Northern Antiq., 5 to 7.

Wednesday.—Ethnog. Mus., 10 to 12, 5 to 7; Round Tower, 12 to 1; Picture Gallery, 12 to 2; Zool. Mus., 12 to 2; Thorvald. Mus., 12 to 3; Arsenal, 1 to 3.

Thursday.—Botanic Garden, 8 to 2, 4 to 7; Thorvald. Mus., 9 to 12; Northern Antiq., 12 to 2; Picture Gallery, 12 to 2.

Friday.—Ethnog. Mus., 10 to 12; Engravings, 11 to 12; Picture Gallery, 12 to 2; Museum of Minerals, 12 to 2.

Saturday.—Anthropol. Mus., 9 to 11; Round Tower, 12 to 1; Northern Antiq., 12 to 2; Picture Gallery, 12 to 2; Thorvald. Mus., 11 to 3.

Sunday.—Thorvald. Mus., 11 to 2; Picture Gallery, 12 to 2; Ethnog. Mus., 12 to 2; Northern Antiq., 12 to 2; Zool. Mus., 12 to 2.

Daily.—Vor Frue ch., 9 to 11 (Friday 10.30); Rosenborg and Christiansborg castles by ticket (6 kroner for 1–12 persons), tickets procured at the hotels; Zoological Garden, 40 ö.; Moltke collection; Academy of Art, Vor Frelsers ch.; *Botanical Garden*, from 1 till dusk; palm-house, 3 to 6 P.M., except on Saturdays; hot-houses, Wed. Frid., 2 to 4, Sundays, 3 to 6; *Royal and University Libraries*, 11 to 2; *Rosenborg Gardens*.

The admission to the museums is *free* (except the Rosenborg), and gentlemen who are officially connected with the collections as directors, inspectors, &c., are generally present when they are open, in order

to explain objects of interest to visitors, particularly foreigners, of course *gratuitously.*

The centre of the town is formed by the large and handsome square, *Kongens Nytorv* (D. E. 6), in the middle of which is the equestrian *statue of King Christian V.*, with allegorical figures, a work of small artistic merit, but forming, with its enclosure of green and flowers, a good centre. Here are the Hôtel d'Angleterre, the restaurants of Vincent and Schwalbe, the cafés of Porta and Gianelli, the Royal Theatre, the Academy of Arts, and Count Moltke's gallery. From this square issue several leading thoroughfares. *Bredgade*, the handsomest street in Copenhagen, leads in a straight line to the esplanade of the citadel, past *St. Anne plads*, the British Embassy, Hôtel Phœnix, several palaces of the nobility, the *Amalienborg*, the marble church (now in course of restoration), Surgical Academy, the Roman Catholic Chapel, and the Fredrik's Hospital; turning to the right at the end of Bredgade we reach Langelinie and the custom-house pier.

Parallel with Bredgade is *Store Kongensgade*, which is continued in *Österbro* and the *Strandvei*. Forming a corner with Store Kongensgade is *Gothersgade*, which leads past *Rosenborg Garden* (entrance in Kronprindsessegade) and the *Botanic Gardens* and the *Commune Hospital* to *Nörrebro*, or the *northern suburb*. *Östergade*, the narrow central street of Copenhagen, leads from Kongens Nytorv to another square *Höibroplads*, which is only separated by a canal from the open place in front of Christiansborg palace, and from which *Kjöbmagergade*, which forms a corner with Östergade, leads past the General Post-office to the Round Tower. The continuation of Östergade beyond Höibroplads is formed by *Amagertorv* (where the peasants from Amager may be seen in their costume, and an old house, dated 1616, may be observed), and *Vimmelskaftet*, which leads to *Gammeltorv* (the old market-place).

From this latter *Frue Kirke* and the University are easily reached by turning to the right, whilst *Frederiksberggade* continues the line through the western entrance of the town to *Tivoli* and the railway station, past the so-called *Frihedstöttè*—an obelisk with allegorical figures, Faith, Bravery, Patriotism, Industry, erected in 1797 in memory of the abolition of villeinage under Christian VII., 1699—and by way of *Vesterbro* and *Frederiksborg allee* to the park of Frederiksborg.

Finally a large thoroughfare opens into Kongens Nytorv, near the Royal Theatre, and leads past the new building of the National Bank and Holmen's Kirke, to Christiansborg Palace and adjoining buildings; thence turning to the left past the Exchange, the bridge *Knippelsbro* leads to Christianshavn, with Vor Frelser's Kirke, and to Amager.

d. The largest public building is **Christiansborg Palace** (E. 5, 6), a conspicuous object from the sea and from every eminence in the neighbourhood. It is situated on an island bounded by the harbour and by canals, across which several bridges give approach to it. The earliest castle was built in 1168, but this was several times destroyed and rebuilt. When Copenhagen became a Royal residence the castle was much improved, and Christian I. and his son, King Hans, built a magnificent banqueting-hall, at the entrance of which were two bassi-relievi of the latter and his queen. These are now placed in the entrance-hall of the Royal Library, and are all that remains of that structure. A new and more extensive edifice was

erected in 1725-27, but demolished in order to make room for a splendid palace, built 1733-70, which was one of the handsomest in Europe. This was destroyed by fire in 1794, and it was only in 1828 that the present building, inferior to its predecessor, was completed. It has never been permanently occupied, but reserved for state festivities. The façade is imposing, and ornamented with 4 colossal bronze statues executed from designs of *Thorvaldsen*, one, Hercules, by the great sculptor himself, the other three, Minerva, Nemesis, and Æsculapius by *Bissen*. The four figures were intended to typify Strength, Wisdom, Justice, and Truth; but when Thorvaldsen, who was in Italy, received the letter containing the order, he read by mistake "Sundhed," that is Health, instead of "Sandhed," which means Truth, and thus Æsculapius came to figure here, with Hercules, Minerva, and Nemesis. In the tympanum of the portico is a group, likewise from a design of Thorvaldsen, representing Jupiter, surrounded by other deities. The *interior* can be see daily (fee 6 kr. for a party) by application to the steward or "Slotsforvalter" (Töihusgade 17, near the Royal Library). The *Riddersal or Banqueting-hall is very large, 120 ft. by 50 ft., and 44 ft. high to the ceiling, decorated in white and gold, with a frieze by Bissen: the triumphal procession of Ceres and Bacchus. In the ante-room of the hall is a copy in marble of Thorvaldsen's famous frieze, in Count Sommariva's villa at Como, *Alexander's entry into Babylon.* Several of the rooms contain pictures by Danish masters such as *Lund* and *Eekersberg*, and on the queen's staircase there is a fine group by Jerichau, *Hercules* and *Hebe*, as well as a number of statues, representing mythological characters, by Bissen.

In the centre of the enclosure in front of the palace is a bronze equestrian *statue* of Frederik VII. by Bissen, erected 1873.

The palace contains, amongst other apartments for public use, the halls of the Chambers of Parliament or *Things*. In the upper story is the

e. **Royal Picture Gallery** (open, free, from May 1 to Oct. 31, on Sund., Wed., Thurs., Frid., and Saturd., 12 till 2. Catalogue in French 1 kr.; entrance through the middle gate, staircase to the left). The gallery consists of two parts, the general collection, and the collection of modern Danish paintings. The general collection is amongst the more important ones—as far as Dutch painters are concerned, but it is comparatively poor in Italian works. In the 16th and 17th centuries there was a very close connection between Denmark and Holland, and numerous Dutch painters found employment in Denmark; many of the best specimens of the Dutch school were bought in Frederik V.'s time at the sale of Cardinal Valenti's collection. The first three rooms (A, B, and C) which look into the courtyard, contain mostly large paintings—amongst which the best are a *Salvator Rosa:* Jonah preaching to the Ninevites, and *Rubens*, the Judgment of Solomon. *Carl v. Mander*, by whom there are several pictures, was born in Denmark of Dutch parents. Rooms II. to VIII. contain Dutch, Flemish, and a few old German pictures. We notice as the most interesting: room II., *Rembrandt*, Christ at Emmaus, *A. v. Everdingen*, a landscape; in room III., two specimens of *Ruysdaël*, three by *Backhuysen*, a sunrise by *Both;* room IV., a very fine flower-piece by *J. v. Huysum* in excellent preservation; room V., Seapicce by *Dubbels*, Backhuysen's master; two specimens by *Everdingen;* room VI., three portraits by *Fr. Mieris, Sen.*, three heads by *Rubens*, particularly

one representing the Abbot Matth. Irselius, a very good *Gerard Dow*, the Quack Doctor; an interior by *Slingelandt;* room VII., two heads by *Rembrandt;* room IX., several specimens of *Ruysdaël, L. Cranach, Hans Memling.* Rooms IX. and X. contain Italian and a few French pictures, of which a St. Catharine by *B. Luini* is the best. Observe *C. Bloch's* Christian II. in prison; *Van Some's* Charles I. of England as P. of Wales; *Mytens* Charles I. in Robes of the Garter; in the background old Whitehall before it was burned down. The numbers are frequently changed, and the catalogue is bad, but in each room there is a plan of the pictures, with the masters' names, &c.

In the first of the rooms devoted to Danish masters we note *C. F. Sörensen,** Entrance into the Sound; *Sonne*, Battle of the 5th of June, 1848; *C. Bloch*, the daughter of Jairus; *Exner*, the Sick Child; and several other clever pictures exhibiting the Danish costume; *Rump*, Landscape in North Sealand; *A. Melby,** Eddystone Lighthouse. In the second room: *Gertner*, a Portrait; *Const. Hansen*, Scene at Naples on the Molo; *Heinrich Hansen,** Salle des Francs, in the Hôtel de Ville, at Brüges. In the third room: ** two pictures by *Exner*, representing scenes from Amager. In the fourth room: *Heinrich Hansen*, a hall at Rosenborg; *Sonne,** the Battle of Idsted, between the Danes and the Holstein Insurgents, 25th July, 1850; *Marstrand,** scene from L. Holberg's play Erasmus Montanus, representing the hero, a learned Bachelor of Arts, disputing with the clerk of his native village; *J. C. Dahl* (Norwegian by birth), 3 landscapes; *Jens Juel,** portrait of the artist and his wife, and other portraits. In the sixth room: *Skovgaard,** Landscape; *Marstrand*, another scene from Holberg, &c. Observe also Nos. 234, 341, and 533.

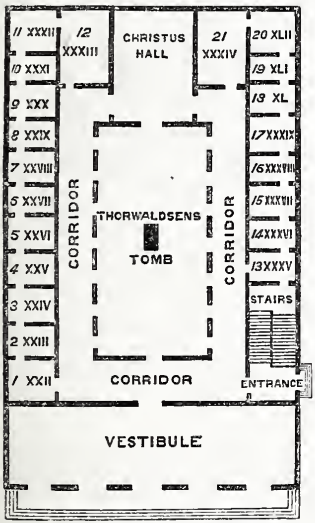
Facing the palace to the right, in immediate connection with it, is *Slotskirken* or the Chapel Royal, built in the same style as the castle, and tastefully arranged in the interior, but without any special attractions.

The Palace contains a fine riding-school, the entrance to which is by a door on the left, a short distance beyond the entrance to the Thorvaldsen's Museum. This enclosure may be used by those who procure horses from Mr. Lörup (Töikurgade 13), one of the King's riding-masters, and in wet weather will be found very useful.

Close behind the chapel is

f. ***Thorvaldsen's Museum**, E. 5, erected by the city of Copenhagen, 1839–1848, to contain a collection of his works, the considerable collections of pictures, books, cameos, &c., which he had formed and bequeathed to the city, and finally to receive the mortal remains of the great sculptor himself. This last circumstance, that the building is not only a museum but a mausoleum, is to be borne in mind in judging of the style and decoration of the building, for which the motives were borrowed from Etruscan and classical sepulchral architecture. The frescoes outside represent the triumphant reception of Thorvaldsen on his return to his native country, Sept. 17, 1838, and the removal of the sculptures to this place, but they have suffered much from the climate. The building forms a quadrangle, and has two stories. The lower contains only sculptures, the upper story pictures and other collections, as well as some sculptures not elsewhere accommodated. In each story there is a corridor looking into the courtyard, and a series of small rooms, lit by high windows from the outside. On the ground floor each of these chambers contains generally one principal figure with a number of bassi-relievi, &c. (English catalogue, 45 ö.)

Bertel Thorvaldsen was born on Nov. 19th, 1770. His father was of Icelandic descent, and was a ship's carpenter and carver of figure-heads. Bertel entered the Academy of Arts in 1791 at the age of eleven, and two years later carried off the principal prize. In 1797 he went to Rome. His first great work was the *Jason* (Cabinet 5, No. 51), which in 1803 attracted the attention of Thomas Hope, an English banker, who ordered its reproduction in marble.



Plan of Thorvaldsen Museum.

1—21 Ground Floor. xxii—xlii—First Floor.

At this time Thorvaldsen's means were nearly exhausted, and he was on the point of returning to Copenhagen, when the order was given, and he was thus enabled to remain in Rome. The *Jason* was the first of his works which excited general attention, and his success dates from 1803. When Thorvaldsen returned to Copenhagen, sixteen years later, he was the most famous sculptor in Europe. *Bacchus* and *Ganymede* (Cabinet 1, No. 24) appeared in 1805; *Hebe* (Cabinet 6, No. 638), and *Psyche*, 1806; *Adonis* (Cabinet 17, No. 53); *Mercury*, as the slayer of Argus (Cabinet 10, No. 4), a superlative work in 1818; and the *Graces* in 1819. The *Entry of Alexander into Babylon* was executed in 1811 by order of Napoleon I., for the decoration of the Quirinal. In 1820 Thorvaldsen returned to Rome, and remained there till 1839, when he revisited Copenhagen, where he died in March 1844. He is said to have produced nearly 500 works.

On entering the corridor on the ground floor we observe to the left the model of the well-known *Lion of Lucerne*. Turning to the left, we enter the *Great Hall*, or Vestibule, where several colossal monuments have found place, particularly those of 123, *Poniatowski;* 135, *Schiller;* 142, *Pius VII.* in the Church of St. Peter; 113, *Copernicus;* 114, *Gutenberg;* 503, the famous frieze, the *Entry of Alexander into Babylon*, executed for the Quirinal in Rome. 505 is the variation of the same executed for Count Sommariva. Returning to the corridor we observe, in that part which runs along the long side of the building, the figures composing the group of *St. John preaching in the wilderness*, 59–70, which can here be studied far better than in their place in the tympanum of the Frue Kirke (Our Lady's Church). The cabinets behind this corridor, 1 to 11, contain the *Ganymede* (1); *Amor* and *Psyche* (2); the *Graces* (3); *Venus* (4); *Jason* (5); *Hebe* (6); *Mars* and *Cupid* (7); *Hope*, and the relief in marble, *Night* and *Day* (8); *Vulcan* (9); *Mercury* (10). 11 and 12 are not of special interest. Crossing the Christus Hall we come to 21, which contains the statue of Christian IV. in the Rosenborg Palace. Frederik VII. (20); the Shepherd Boy (176); Hylas and the Nymphs (19);

the Three Graces with the Arrow of Love, and the Relief of the Muses (328–336) (Cabinet 18); Adonis (53); Nessus and Deianira (480) (Cabinet 17); Love the Ruler of the Elements, 377–380 in relief (Cabinet 16); Victories in relief (Cabinet 15); Ganymede with the Eagle (Cabinet 14); the Couching Lion (121), and the model of the statue of Byron (130), the original of which is in the Library of Trinity College, Cambridge. We have now completed the circuit of the ground floor, and are near the entrance.

At the opposite end of the quadrangle from that which contains the colossal monuments is the *Hall of Christ*, in which the figures of our Lord and the Twelve Apostles, executed for Our Lady's Church in Copenhagen, are placed together, producing a wonderful effect, by the solemn beauty and deep expression of the individual statues. On the staircase stands the model for the *Hercules* in front of Christiansborg Palace.

In the upper story we notice a number of fair pictures. In the 22nd room, Roman children, by *Williams*, and a landscape in Norway, by *Dahl*, Nos. 184, 185; in the 23rd, two pictures from Roman life, by *Meyer;* in the 24th, a waterfall, by *Dahl* (183); in the 25th, a picture by *Blunck*, representing Thorvaldsen, and other artists in a Roman Osteria, also a landscape by the Danish painter Kierschou. In the 26th, a portrait of Thorvaldsen, by *Horace Vernet;* fruits and flowers, by *Jensen* (231, 232); a Danish landscape by *Buntzen* (204); and a sea-piece by *Melleye* (264). *Room* 27, Flowers, by *Jensen*; Italian scenes, by *Dahl;* *Rooms* 28 to 30, without interest; *Room* 31, a good picture by *Fioroni* (No. 78); *Room* 33, sketches for Statues and Monuments; *Room* 35, Egyptian Antiquities; *Room* 36, Greek, Etruscan, and Roman Antiquities; *Room* 37, Antique gems and pastes; *Room* 38, Coins; *Room* 39, Antique Sculptures. Note 35*a* uncatalogued, but, although much mutilated, evidently the remains of a fine head; *Room* 40, Antique terra-cotta vases; *Room* 41, Thorvaldsen's books; plaster casts of antique busts; portrait of Thorvaldsen, by Magnus; *Room* 42, his furniture, some pictures he used to have in his own room, and two works which occupied him on the last days of his life, viz. a bust of Luther, and a sketch for a basso-relievo, also Thorvaldsen's bust, by V. Bissen.

In the middle of the courtyard decorated in Pompeian style, the artist lies buried under a bed of ivy. The granite frame bears the inscription: Bertel Thorvaldsen, born 19th Nov., 1770: died 24th March, 1844. The cellar contains Thorvaldsen's earliest works, a collection of casts, &c., but is not accessible to the general public. Thorvaldsen's Museum is the most popular public collection in Copenhagen, and it has done far more for the education of the people than any other.

On the exterior a fine group, *Victory in a Quadriga*, executed in bronze, after a sketch of Thorvaldsen's (three of the horses by Bissen), surmounts the façade.

A short distance across the bridge to the left is the **Prindsens Palais**, (E. 5), formerly inhabited by members of the Royal Family, but now devoted to the Ethnographic Museum, the Museum of Northern Antiquities, the collection of Classic Antiquities, the Royal collection of Engravings, and the Royal Society of Science.

g. The **Ethnographic Museum** (open Monday, Wednesday, and Friday, 10 to 12; Sunday 12 to 2; catalogue in Danish, 50 ö.), is one of the largest and best arranged of its kind. Its object is to illustrate the civilization of the various nations outside Scan-

dinavia anterior to the classic period and the development founded on this, by comparison with savage tribes still existing, whose mode of life, &c., has not yet assumed the characteristics of modern European culture. The collection has been re-arranged by Mr. *Worsaae*, and occupies 3 stories.

On the ground floor the 5 first rooms contain the first division, that of *Prehistoric Antiquities*, representing the stone, bronze, and early iron ages in every part of the world. *Room* 1, Europe; *Room* 2, Asia, Africa, South America, and Caraibyan Islands; *Room* 3, Central America and Mexico; *Room* 4, North America; *Room* 5, Greenland. The remainder of the collection illustrates the civilization of modern extra-European nations. *Rooms* 6–9, the Esquimaux of Greenland; *Room* 10, the Esquimaux of North America; *Room* 11, the Esquimaux of Northern Asia, and the North American Indians; *Room* 12, North American Indians; *Room* 13, Indians of Northern, Central, and Southern America; *Room* 14, South American Indians. On the staircase are objects referring to the last-named tribes and to the negroes in South America. On the first floor the rooms marked 16 and 17 refer to the native African negroes; *Room* 18, Hottentots, Bushmen, Kaffirs, &c.; *Rooms* 19–24, the Malays and other natives of the Indian Archipelagoes; *Rooms* 25–27, the Papuans, and other natives of the Australian Archipelago, and those of Siberia. *Room* 28 and the staircase, Japanese. The second floor is devoted to the Chinese, the natives of East India, Persia, Arabia, and the Turks. Note particularly in this museum the Esquimaux dresses, sledges, canoes, tents, &c.; also the North American collections; the splendid specimens from Guinea, Papua, and the Solomon Islands; and the collections to illustrate China.

h. The **Museum of **Northern Antiquities** was founded in 1807, at the suggestion of Prof. R. Nyerup, but brought to its present perfection mainly by its late director Mr. *C. Thomsen*, who occupied this post for 50 years. This collection was the first in the arrangement of which his celebrated theory of the succession of three stages of civilization, characterised by the use respeetively of Stone, Bronze, and Iron, was carried out; and the fact that so large a collection could be arranged satisfactorily in conformity with that view, has had a very large share in its early triumph amongst scientific archæologists. Between 1866–69, the Museum was re-organized by the present director, the distinguished scholar, Mr. Worsaae. Thanks to the great interest awakened in the Danish nation at large for the antiquities of the country—an interest which the existence of the Museum itself greatly contributes to increase; and thanks, also, to the liberality of the Danish Government, which allows the finder of any antiquarian objects of precious metals the full value if they are offered to the Museum; this is constantly increased, and is by far the largest and most complete in Europe. It is unrivalled in its gold ornaments.

The entrance is across the eourtyard of the *Prindsens Palais*. Admission (*free*) Thurs., Sat., and Sund., 12 to 2, Tues., 5 to 7. Catalogue in French with illustrations (75 ö.) by Professor Engelhardt. The entrance-hall contains a bust of the late Mr. *C. Thomsen*, and a number of memorial stones with Runic inscriptions in the oldest Danish dialect, closely resembling the modern Icelandic. The *ground floor* contains objects illustrating the period of *Paganism* in Denmark.

First Room.—Age of Rough Stone.

In this room are sections and isolated objects from the celebrated

kitchen middens (*Kjökkenmöddinger*) (dust-heaps), which consist of oyster-shells and other refuse from the meals of the ancient inhabitants of the country, who were in the habit of repairing to the coasts, at certain times of the year, for the purpose of fishing, and whose rude pottery and implements of stone and bone abound in the heaps. Oysters seem to have been very abundant in those days, when the Danish islands were still more numerous than now, many smaller ones having since coalesced with others, and the neighbourhood of the oyster-banks was evidently the favourite place of resort in the season. In more than 50 places on the coast such accumulations have been discovered in Denmark, where their true nature was also first recognised. They have now been found in other countries as well. The *first room* also contains specimens from the so-called *coast-finds*, vast accumulations of such rude stone implements as were used by the earliest savage tribes, and spread along the shores of the sea, of inland lakes, and of rivers.

Second Room.—Age of Rough and Polished Stone. Transition.

The *second room* contains specimens from the several manufactories, of stone implements which have been discovered, showing the mode of manufacture—grindstones for finishing the beautiful ground implements characteristic of the later division of the stone-age, and many beautiful examples of the period.

Third Room.—Age of Polished Stone.

The *third room* contains suites of beautifully-worked tools and weapons, from the highest development of the stone-age, as well as entire collections of objects found together in dolmens and other burial-places of that time; and a great quantity of *amber* ornaments. In a peat-bog at Agger in Jutland, more than 1800 pieces of amber were found in a clay vase.

Fourth and Fifth Rooms.—Age of Bronze.

The *fourth and fifth rooms* illustrate the *bronze-age* (to 250 A.C.). The metal consists of 90 per cent. of copper, alloyed with 10 per cent. of tin. Solder was not known. Gold was abundantly employed for various purposes, but neither iron nor silver were known. There are considerable suites of different classes of tools and arms, and in one case a number of "lure," or war trumpets; on the floor, in the middle of the fourth room, stand several large oak coffins (51, 52, and 54) made of whole trunks hollowed and cut so as to form a sort of trough with lid, in which the bodies, in some instances, were laid with all their garments on, though generally they were burned, and the ashes placed in urns. In these coffins the garments—the oldest known—were in many cases preserved, and they are shown in the museum. Note particularly some of the bronze knives, and the poignard of Breum in Jutland (No. 59), remarkable for its beautiful workmanship. Numerous objects of gold from this period are exhibited in the *fifth room* (82–85), and the 11 vessels exhibited in case 94, which were found in a clay urn, buried in a peat-bog, where the finder, a poor cottager, had got permission from a richer neighbour and owner of the moor to cut a little peat for fuel. The case No. 90 contains proofs that the bronze objects were of native manufacture, viz. moulds, ingots, bars, and lumps of raw metal.

Sixth and Seventh Rooms.—Early Iron-age.

This age (250–450, A.D.) was characterised by a strong Roman

influence. Silver and glass were for the first time known in this age; woollen fabrics were admirably made; ornamentation of every kind became more complex; boats were constructed, and traces of alphabetical signs have been found. History does not inform us of any advances by the Romans so far north as Denmark; but numerous Roman antiquities, and coins from the first two centuries, found in that country scattered in various places, deposited with the remains of the dead, or immersed in sacred waters, together with objects of unmistakably native manufacture, prove that the inhabitants, at any rate through others, had intercourse with Rome. Two of these ancient sacred lakes were discovered in Schleswig, viz. *Nydam*, which was an inlet from the sea, and *Thorsbjerg* near the Slic, and the treasures after being excavated between 1858–63, by Professor Engelhardt, at the expense of the Danish Government, were formed into a separate collection at Flensborg, excepting the objects shown here in the cases Nos. 106–108, which formed part of the collection of King Frederik VII., now united with the Copenhagen Museum. The collection at Flensborg (now removed to Kiel) was given up to the Germans by a special clause in the treaty of peace of Vienna, which terminated the war of 1864. Facsimiles of some of the most remarkable ornaments of this collection are seen in the cases mentioned. The case 105 contains facsimiles of two remarkable *golden horns*, found—one in 1639 and the other in 1734—near Gallehus in Schleswig, but which were stolen at the beginning of this century from a public collection and melted down before they were missed. Fortunately they had occupied the attention of the learned to such an extent that numerous drawings and descriptions somewhat compensate for the loss of the originals. The cases 111–122 contain specimens from an immense store of objects from this period (3rd cent.), discovered in a peat-bog, formerly a sacred lake called *Vimose*, near Odense. Amongst the objects may be mentioned a beautiful head of a griffin in bronze, of Roman workmanship (111); a great quantity of tools, amongst them a plane, with Runic inscription in 70 characters (120); draught-board and men, balances, &c. (121). Case 123 contains the objects found at *Kraghul*, in Fyen, another antiquarian peat-bog; this deposit belongs to a somewhat later date than Vimose, and many of the objects exhibit a very remarkable kind of ornamentation representing serpents twisted together.

Eighth Room.—Later Iron-ages.

Cases 130–132, second iron-period, Barbaro-Byzantine, between 5th and 8th centuries. The deposits (sepulchral and others) of this age are characterised by a peculiar grotesque style of ornamentation, and the coins found in them are mostly of Byzantine origin, 425–525 A.C. To this age belong, also, the so-called *braeteates*, Byzantine gold discs, with Runic inscriptions, adapted so as to be worn suspended as ornaments by means of small loops or holes. The figures represented on the bracteates of native make are very irregularly drawn, and on account of their distorted outlines often difficult to interpret. Mr. Worsaae supposes that some refer to the heroes of the ancient sagas.

The late iron-age was doubtless characterised by great splendour. It was the time of the Vikings, and extended between the 8th cent. and 1030 (cases 135–150 in the *eighth room*). Everywhere are large and handsome heavy swords and battle-axes, often ornamented with inlaid silver; large silver buckles of

peculiar form and perforated work (138); splendid horse-trappings (143). Two cases contain each the entire contents of a large barrow; in the latter case the body was deposited in an oak coffin enveloped in splendid embroidered garments of wool and silk with gold threads. The case 147 contains the objects found in the sepulchres of King Gorm and his Queen Thyra, the first constructor of the Danevirke, who were buried at Jellinge in Jutland (see Rte. 15, p. 95), not far from Veile, where two enormous barrows, almost overtopping the little village church, and two Runic stones were erected in their memory. The sepulchre had been opened by robbers before the excavation in 1861, when only the objects here shown were to be found. Near the door a number of objects are placed, which have been found in the ancient rampart of the Danevirke, viz. a wheel, spades, &c. It is to this period that the Runic stones belong, which are placed in the ante-room.

Ninth Room.—Runic stones, 9th and 10th cents.

Tenth Room.—Commencement of Middle Ages.

On the staircase leading to the first floor are several large articles belonging to the early part of *the Middle Ages*, particularly stone monuments from the early times of Christianity in Denmark, partly with Runic inscriptions; also a wood carving from Iceland; the door of a church with a ring handle of iron inlaid with silver of the 12th cent.

On the first floor the collection is continued illustrating the Middle Ages.

Eleventh Room, First Epoch, 11th to 13th cents., that is, the period characterised in architecture by the use of round arches. Most of the objects are for religious use. Several are connected with celebrated men of the period. The case 156 contains a reliquary in the shape of an arm below the elbow, which belonged to St. Olaf of Norway, who established Christianity there, and fell 1030 in the battle of Stiklestad, and who is represented in painting on the antemensal, from the cathedral of Trondhjem of the 13th century. The reliquary was made, according to the inscription, for Princess Helen of Denmark, grand-niece of Kanut the Great. 159 is a magnificent altar-frontal of gilt copper, from a church in Tvenstrup near Horsens, covered with Scripture subjects, repoussé work. Ornaments of a similar kind in 161 from another very old church. Besides these, seven such altars are known to exist in the old Danish provinces. Case 163 contains relics of the patron Saint of Denmark, St. Canute, which were found in a reliquary immured in the church of St. Canute at Odense (see Rte. 6). The cross A in this case is the famous *Dagmar Cross*, that belonged to the popular queen (d. 1212) of King Valdemar I., and was discovered in her sepulchre in the church at Ringsted. It is of Cloisonné enamel, and of Byzantine workmanship. An exact copy of it, with small particles of the relics contained in the original, was amongst the presents given to the Princess of Wales on her marriage by King Frederik VII.

Rooms 12 to 15 inclusive, illustrate the later part of the Middle Ages, when the pointed arch predominated. In the 13*th Room*, case 181 C, is one of the earliest specimens of printing, viz. a printed Letter of Indulgence, date 1454. The large sculptured group from Ribe in Jutland, representing St. George and the Dragon, dates from about 1510. In the 15*th Room* the cases 203–4

contain ancient stick and rings, with Runic and other characters, serving the purpose of calanders. Cases 208–11 contain suits of armour with gold ornaments. On the floor a curious old breech-loading cannon fixed to a piece of oak timber, one of the oldest pieces of ordnance known. It was found in the wreck of a man-of-war, near the island of Anholt, and is supposed to date from the latter half of the 14th century.

Rooms 16 to 19 inclusive, illustrate *the period of the Renaissance*, from, 1536–1660, that is to the time of the establishment of the absolute monarchy in Denmark. Amongst the numerous objects special attention may be drawn to (case 217) a shield, attributed by some to Benvenuto Cellini, in the 16th room; two beautiful silver altars (17th room 231–234) from the 17th century, made in Augsburg for Christian IV., for the oratories in the Royal castles of Husum and Frederiksberg; in the window a fine ivory carving by George Bethel, a German artist (d. 1643), representing the Taking down from the Cross; tapestry from the Kronborg, manufactured between 1581 and 1596 at Elsinore and Slangerup in Sealand; the watch of the great astronomer *Tycho Brahe* (18th room A), dated 1597, and made in London.

The staircase, where architectural fragments of different kinds are exhibited, leads to the *Library* and archives of the museum, open to students on Tuesdays, Thursdays, and Saturdays from 12 to 2.

The same building, *Prindsens Palais*, contains the collection of *Classic and Oriental Antiquities*, which however does not offer much of special interest to those who are acquainted with the large collections in London, Paris, Italy, &c., beyond two original heads from the Parthenon, 3 large bassi-relievi from Nineveh, a small painting from Pompeii, &c. Admission (free) Tuesdays 12 till 2.

i. The *Royal Collection of Engravings* and original drawings is also preserved here. Admission (free) Tuesdays and Fridays 11 to 2. Amongst the principal treasures of this very large collection are a great number of engravings and woodcuts by *Albrecht Dürer*, a present from the artist to Christian II., as is shown by a note in his journal; also a splendid collection of the works of *Marc Antonio Raimondi*, the friend of Raphael; many thousands of drawings by Danish painters.

The *Royal Collection of Coins and Medals*, formerly at the castle of Rosenborg, is now placed in *Prindsens Palais*, open Mondays 12 till 2. It is a very large collection, less rich in rare and costly pieces than those in the great capitals of Europe, but superior to any in universality; it is the most complete of all in mediæval coins. Here is the oldest known mediæval coin with the date of coinage, it is struck by Bishop Uffo in 1247. The medals are very numerous; of Danish gold medals not less than 400 are shown.

Close to Christiansborg Palace, on the same island, is the *Arsenal* (E. 6) (open *free*, Wednesdays 1 to 3 P.M.), possessing a large *Collection of Arms* of every description, amongst which are some of the oldest known specimens of fire-arms. Amongst the cannon observe one 23½ feet long, dating from 1559; two 11-inch mortars, from 1692, &c.

Adjoining the Arsenal is the *Royal Library* (E. 6), founded by Frederik III. in 1665, containing about 550,000 volumes and 25,000 manuscripts. (Open from 11 to 1.) The hall of the library, 250 feet long, with a gallery, supported by

66 columns decorated in white and gold, is very fine. In course of time 8 other large halls have been appropriated to the use of the library. The collection of early printed books and block books is very large and valuable; the old Scandinavian and the Oriental MSS. are specially valuable, and there are many volumes which have belonged to historic personages. In the entrance-hall are two large figures sculptured in stone, executed in 1503, representing King Hans of Denmark, Norway, and Sweden, and his Queen Christina, which formerly stood at one of the entrances of the palace.

j. The **Exchange** (E. 6) is a red-brick building in Dutch renaissance, with easements and sculptured ornaments of grey sandstone, and a very striking spire in the shape of 4 dragons, whose tapering bodies are twisted together, whilst the heads, forming the base of the spire, turn to the 4 corners of the compass. The interior is modernised, and the large hall decorated with historical cartoons by Fröhlich with, at the end, a bronze statue of Christian IV., by Thorvaldsen. The exterior in unchanged. It was built in 1619-1640 by Christian IV., restored 1858, and is one of the best specimens of this style of architecture, which is akin to the Elizabethan in England, and in Denmark generally is described as the style of Christian IV.

k. **Rosenborg Castle** (D. 5), also built by Christian IV., situated in the northern part of the town, and partly surrounded by a public garden, is another very fine specimen of this style, and is, particularly when seen from the garden, a very picturesque building. Its architecture is attributed to Inigo Jones's design. It was commenced in 1604, and was then outside the ramparts of the city, and had its own moats and fortification; but subsequently the fortifications of the city were extended so as to enclose it. It is one of the most interesting buildings in Copenhagen.

The surrounding garden, generally called *Kongens Have*—that is, the King's Garden—was also planned by Christian IV., and ornamented with fountains and sculptures. A bronze statue of him stands in the little garden. Two magnificent avenues of horse-chestnuts, a group in bronze representing a horse attacked by a lion, a couple of lions standing near the bridge leading to the castle from the garden, are nearly all that remain of the old garden. Considerable portions also have been applied to other purposes. The hothouses, &c., are very extensive, and a school of gardening is connected with them. The castle has long ceased to be a royal residence, and is now entirely devoted to the very interesting *Chronological Collection of the Danish Kings.* Admission to view the interior of the castle and the collection can be had at any time on application to the castellan, or at Jantsen's, 6 Badstuestræde, and on payment of a fee of 6 kr. for a party of not more than 12 persons. An illustrated guide in Danish and in English (price 3 kr.) can be had at the entrance.

The collection, which may be compared to that of the Green Vaults at Dresden, or that of the Hôtel Cluny at Paris, was founded after the death of Christian IV. in 1648, in a room at the castle, where its nucleus still is, and it has now grown by degrees to occupy the whole. Under the management of Mr. Worsaae since 1858, it has been very much augmented and entirely re-arranged. The Museum of Northern Antiquities does not embrace objects of later date than 1660, and as the collection at Rosenborg commences with the reign of Christian IV. (1588-1648), and is carried down to the present day, it

supplements the former as an illustration of the art, customs, &c., of various times. One or more rooms are devoted to the reign of each king, decorated in the style of the period, and filled with contemporaneous furniture almost exclusively derived from the royal residences, portraits of the members of the royal family and famous men of their time, and all kinds of objects—garments, arms, jewellery, &c.—which have belonged to the king or court in question, or celebrated contemporaries. It is a collection surpassed in richness and variety by very few, as a well-arranged historical collection by none.

The periods illustrated at Rosenborg are:—

1. The time between Christian I. and Christian IV., 1448 to 1648 (Renaissance).

2. From the introduction of absolutism to the French Revolution, 1648 to 1808 (Rococo).

3. From the French Revolution to our own times, 1808 to 1863.

In some respects the reign of Christian IV. was the most eventful period in the history of Denmark, and he was a very able monarch (v. p. 13). He and some of his successors were styled "Daniæ, Norwegiæ, Vandalorum, Gothorumque Rex. Dux Schlesvici, Holsatiæ, Stormariæ et Dithmarsiæ. Comes in Oldenborch et Delmenhorst."

From the corridor on the ground floor, into which the visitors are first admitted, and of which the ceiling dates from the time of Christian IV., while the walls are hung with portraits from the first 2 centuries of the reign of the house of Oldenburg in Denmark, we turn to the right into the *Audience Hall of Christian IV.*, which is still preserved in its origiual decoration, with richly carved and painted oak-panels.

Amongst the remarkable objects here preserved, we mention in the first place the *Oldenborg horn*, which according to a legend was handed to one of the ancestors of the family, Otto I. of Oldenborg, in the year 989 by a fairy, when he halted hot and thirsty in a lonely part of a forest in which he was hunting. She offered him to drink of it, promising him every advantage for himself and his family if he emptied it, but every misfortune if he refused to do so. The knight, however, thought the drink uninviting, and threw it away in disgust. The fairy then demanded her horn again, but Count Otto thought it too good not to be kept, and it remained ever after in the possession of the family. So far the legend: the truth is that it was made by German artists for Christian I. of Denmark in 1479, when he visited the city of Cologne for the sake of effecting a reconciliation between the Emperor Frederik III. and Duke Charles the Bold of Burgundy. King Christian intended to dedicate the horn to the holy 3 kings, and deposit it at their chapel at Cologne if his mission was successful, but as this was not the case, he retained it. For a couple of centuries it was preserved at the family castle of Oldenborg, but was subsequently brought to Copenhagen. It is of silver, richly gilt and enamelled, and ornamented with numerous figures, coats of arms (of Denmark, the Empire, Burgundy, &c.), and devices indicating its destination, and referring to the abovementioned historical event.

Here are also preserved the earliest specimens of the insignia of the Danish Order of the Elephant—which in dignity corresponds to the Garter—as well as the insignia of the last-named order, which have been conferred upon Danish kings.

The collection at Rosenborg possesses a very rare, and perhaps unique, suite of royal costumes, of which the oldest, worn by Christian IV. at his coronation in 1597, is preserved in this room.

Close by, in the tower, is *Christian IV.'s bedroom*, where he died in 1648. It is still preserved in its original state of very handsome decoration, and contains many objects used by that king.

The next room was used by Christian IV. as a study, and it contains his writing-table and chair, besides a considerable number of elegant and costly objects which belonged to him or his Queen Anna Kathrine. Amongst these observe a saddle and bridle literally sown over with pearls, diamonds, and other jewels; a sword used by him for the ceremony of knighting, with a splendidly enamelled gold hilt; a drinking-horn of silver, representing Christian IV. at the carousal; a beautiful fountain for perfumed water in ebony and silver, 6 ft. high, &c. A number of these objects were made in Denmark itself, where the splendour of the court and the nobility in those days afforded a considerable incitement to certain branches of art.

The next 2 rooms, the *Garden Cabinet*, and the *Dark Chamber*, are rather small, and contain objects of the time of Christian IV.'s son *Frederik III.*, 1648–1670, exhibiting a very different style—that of the Rococo. Observe a *cup of rock-crystal* with figures of cupids and bassi-relievi, in all about 10 in. high, and of the greatest artistic merit; and a *jewel box of silver*, presented by Queen Anna of England to Queen Sophia Amelia of Denmark. Through large crystals in the lid and sides, light is thrown on the beautifully-chased bottom of the box, and the whole is covered with thousands of diamonds, and other jewels. When the palace of Christiansborg was destroyed by fire in 1794, this box, which stood in the toilet-room of the queen, was carried away by a thief. He was, however, soon discovered by a citizen, who prevailed upon him to sell it him for a small sum of money, fearing lest he might throw it down and injure it if he were taxed with the theft.

We next enter the *Marble Hall*, which, together with some other rooms, (the South-end Saloon, the Tower Room, and "the Rose") are devoted to the splendid reign of Christian V. (1670–1699), the contemporary and—as far as he could manage it—imitator of Louis XIV. This hall was used by Christian V., and richly decorated according to the then prevailing fashion. Amongst the numerous relics of his reign, we only mention the so-called *Wismar Cup*, a very peculiar and elegantly-worked crystal cup, one of the finest objects of this kind in Europe, also a number of articles in ivory, and numerous costumes of the period.

Ascending the winding staircase to the first floor, visitors first enter a room called "the Rose," illustrating the time of Christian V. and Frederik IV. (1699–1730), more particularly the latter. It is hung with magnificent Italian tapestry, doubtless brought home by Frederik IV. from Italy in 1709 with innumerable other treasures. After having been hung at various royal residences, it remained at Rosenborg castle for many years unheeded and uncared for, till Mr. Worsaae brought it out of its hiding-place. It is of the very best Florentine workmanship, and has great artistic value. The portraits and the furniture were formerly at Frederiksborg, but saved from the fire in 1859. The chair and table in the middle of the floor were formerly used when the king opened the session of the Highest Court of Appeal. Frederik IV. was one of the most liberal and art-loving Danish monarchs, although he spent much money in successful warfare, and left a full treasury at his death. Next to Christian IV., no one has left more relics at Rosenborg. Observe 2 gold cups—the *Eyder Cup* and the *Allegiance Cup* (in the Mirror Room)—both

commemorating, with proper inscriptions, the reunion of the whole of Schleswig, which so long had been a separate fief of the Danish crown, and even for a few decennia quite independent of Denmark, with the Danish realm, whereby the Eyder once more, after a short interval, became the southern frontier of Denmark. This great state act took place in the reign of Frederik IV. in 1720. Unfortunately it was not followed by the proper administrative measures, and the tie between that duchy and the rest of Denmark, which was reknit in 1720, was again torn asunder in 1854, in spite of the inscription on the Eyder cup "that the Eyder would never be separated from the hereditary kingdom of Frederik IV." Observe also the royal silver *font* (date 1720, and weighing 180 oz.) used for baptisms in the royal family, a work of great artistic merit. When used, a golden vessel is placed inside the font. Of a very different kind, and possessing quite another interest, is a sword which belonged to Charles XII. of Sweden (in the Mirror Room) and was presented by him to Colonel Kruse, a Norwegian officer, who in 1716 defended himself with gallantry against a much larger Swedish force under the command of Charles XII. himself, and only surrendered when disabled by numerous wounds.

In the North Tower Room there are many ivory objects, and a silver cup used by Peter the Great during his sojourn in Copenhagen in 1716.

The two following rooms ("the larger room" and "the smaller room" of Carl Andersen's Catalogue, pp. 77–87) illustrate the period of Christian VI. (1730–1746), and contain the vase of Magnus Berg, coronation dresses, and some fine cabinets; also the splendid Hirschholm goblet.

The "South-east corner Room" illustrates the time of Frederik V. (1746–1766); and the "South-west Corner Room" that of Christian VII. (1766–1808.) They contain interesting costumes, some good glass, a collection of rings, gold pistols of Frederik V., and memorials of the unfortunate Queen Caroline Mathilde.

Four other rooms on this floor illustrate the times of Frederik VI. (1808–1839); Christian VIII. (1839–1848); and Frederik VII. (1848–1863). They contain costumes and pictures, but are not of special interest.

The second floor is entirely taken up by the *Riddersal*, or great banqueting hall, 150 ft. long, 28 wide, and 19 high. Its present decoration dates from the time of Frederik IV., the chimneys being all that is left of the time of Christian IV. The ceiling was originally flat, adorned with paintings, and the present vaulted ceiling, with its beautiful reliefs, was constructed in 1705 and following years. On the walls are 12 large pieces of tapestry, woven in Denmark in the time of Christian V., from the cartoons of the Danish artist *Peder Andersen*, and representing events in the war between Denmark and Sweden from 1675 to 1679. Originally the floor of this hall, as of most of the rooms of the castle, were laid with tiles, but they have been removed long ago and replaced by boards, because the weight was supposed to be too great for the walls of the building. The silver candelabra, the silver lions, &c., are generally used at the coronations of the Danish kings, and this is also the destination of the 2 chairs which are placed at one end of the hall. The larger, in which the king on that occasion is seated, consists to a great extent of the ivory of the narwal, which material was worth its weight in silver, and it was then consequently a very expensive production. A hollow space is observed near the top, where a large amethyst, said to be the finest in existence, and which is preserved with the regalia, is placed at coronations. From the

Great Hall small doors lead into the rooms in the towers. One of these contains a *collection of Venetian glass*, brought home from Italy by King Frederik IV., and still preserved in its original arrangement. The collection is the richest in existence, particularly in the so-called *thread* or *filigree-glass*, vitro di trena. The other turret-room contains a splendid collection of *china*, both foreign—such as old Dresden and blue Sèvres—and old Danish.

l. The CHAMBER OF THE REGALIA, of which Mr. Worsaae is the Keeper, is in the West Tower, and is entered by a door which opens out of the Great Hall. The walls are hung with splendid oriental tapestry used at coronations. The old regalia consist of the crown of Christian IV., a magnificent work of art, chased and embossed, and ornamented by a profusion of diamonds, and exquisite enamel work, the work of Diderik Fiuren in Odense; also the state sword of Christian III., and the original copy of the Lex Regia. The new regalia consist of the crown, containing among a multitude of precious stones two rubies and two sapphires of large size; the orb, and sceptre; the original orders of the Elephant and the Dannebrog; the amethyst (believed to be the largest in existence) which is placed in the canopy of the coronation chair; various gold vessels; and the crown diamonds.

On the Boulevard occupying the place of the former rampart, outside Rosenborg, is the well-arranged *Observatory* (D. 5), permission to see which must be obtained of the Director.

Another interesting building erected by Christian IV. is the Church of the Trinity with the famous

m. **Round Tower** (D. 5), date 1642 on it, originally intended for an observatory, and employed for that purpose for about 200 years. (Knock at the door for admission.) It stands in *Kjöbmagergade*, not far from the General Post Office, and is easily reached from Kongens Nytorv by walking down Östergade to the square Höibroplads, and then turning sharp to the right. The tower, 115 ft. high, 48 ft. in diameter, consists of 2 hollow cylinders, between which a spiral inclined plane winds from the street to the top, with a sufficiently easy ascent to render it possible for a coach and four to drive up—a feat which was actually performed by the Empress Catharine of Russia when she visited Copenhagen in 1716 in the company of her husband Peter the Great, who on that occasion preceded the carriage on horseback. The inner cylinder served as a receptacle for the treasures of the University library during the English bombardment in 1807. From the platform (open to the public on Wednesdays and Saturdays from 12 till 1) there is a very fine panoramic view of the city, though not perhaps so good as that from the spire of Our Saviour's mentioned below. Not far from the top an entrance leads from the spiral-way of the tower to a large hall constructed over the roof of the church, where the library of the University was preserved from 1657, when this building was finished, to 1861, when the library was removed to the present building close to the University itself.

Opposite the Round Tower is the *Regents*, a college established by Christian IV., where 100 students have free lodgings; and either of the streets which flank this building leads to the block of buildings connected with the University, viz.,

n. (1) The **New University Library** (D. 5, 6), one of the finest modern buildings in Copenhagen, entirely of stone and iron (1860), and well worth

a visit on account of its tasteful and well-planned arrangements. Open from 11 till 3 daily. It contains above 260,000 volumes, and is particularly rich in works on the mathematical and physical sciences, and amongst the 4000 MSS. are many rare Scandinavian specimens.

(2) The *Zoological Museum* is a plain but handsome red-brick building, erected 1869, open Sund. and Wed., 12 till 2. Catalogue, 25 ö. It contains a valuable and extensive collection of specimens, and the central hall is fine.

(3) The *Mineralogical Museum* offers nothing but its scientific merit (extensive collections of minerals from Greenland, Iceland, Faröes, and Norway).

(4) The present *University* (D. 5, 6) building, opened in 1836, possesses a fine *staircase* and *hall* for special solemnities. The decoration of the latter is not yet complete, but the oak panelling is good, and opposite the throne is a picture by Marstrand, representing the granting of the charter to the University in the Vor Frue Kirke, by Christian I. in 1478. The staircase is decorated with large frescoes by *Constantin Hansen*, representing mythological subjects. On the side wall, to the l., *the birth of Athene* and *Apollo and Pythia;* on the wall opposite the entrance, the history of *Prometheus* in 3 pictures; on the side wall to the rt., *Apollo and Marsyas*, and *Athene and Poseidon*. Smaller paintings form a frieze around the 3 walls, and fill the space above this. In the ceiling, *Aurora*. The 2 marble statues of *Athene* and *Apollo* are by *Bissen*, 1843. In front of the University are busts in bronze of the naturalist *Schouw* (d. 1852), and the composer *Weyse*. There are about 40 professors, and nearly 1000 students, and in connection with the University should also be mentioned

o. The **Botanic Garden** (open Monday and Thursdays, 8 till 2 and 4 till 7), removed from Gammelholm to the level space, formed by filling up the moat opposite the Commune Hospital;—the *Surgical Academy*, with various collections, physiological and *Chemical Laboratories*, the latter situated in Ny Vestergade, and one of the largest and best in Europe.

The *Polytechnic School* in St. Pederstræde, founded at the instigation of H. C. Örsted, the celebrated discoverer of electro-magnetism, and for a long time one of its directors. Opposite the University is

p. **Vor Frue Kirke** (E. 5), or Our Lady's Church, a modern structure in the form of a Roman basilica, of very simple exterior, but pleasing proportions in the interior. (Open daily, 9 till 11 A.M.; fee, 25 ö.) It was built in 1829 by the same architect, *Hansen*, who designed the present palace of Christiansborg, and derives its principal interest from the colossal figures of Christ and the 12 Apostles, which were executed for it by Thorvalsden, as also the kneeling angel serving as a font. In the tympanum of the Doric portico is the group of *St. John preaching in the Wilderness;* in the vestibule, a frieze representing *the Entry into Jerusalem*, in the nave the *Twelve Apostles*, in the chancel the *Baptismal Angel*, and over the altar *Our Lord*. The frieze in the apse behind Our Lord's figure represents the *Procession to Golgotha*. Over the entrances to the confessionals are 2 bassi-relievi representing the *Institution of the Sacraments*, and over the poor-boxes two others representing *Charity* and the *Guardian Angel*. Of the 2 bronze statues outside the church, *David* is by Jerichau and *Moses* by Bissen. This is the principal church of Copenhagen, and existed in the 12th century, but the original building, which contained an immense number of relics and

costly objects, and was connected with a great many important historical events, was destroyed in the great fire in 1728. A new church was built in its stead, of imposing dimensions and great splendour, but it was destroyed by the English bombs in 1807 with the whole neighbourhood. In the gallery surrounding the interior of the ch., there are some interesting portraits and memorial tablets.

p. **Vor Frelsers* (E. 7) (Our Saviour's) *Church* in Christianshavn, commenced in 1682, has a beautiful font with sculptures in alabaster, and a very peculiar *spire*, completed 1752, with an external spiral staircase terminating under a ball, which accommodates a dozen persons. From the top (288 ft.) there is an extensive view of the town and the neighbourhood (fee 2 kr. for a party not exceeding 12; verger, opposite the church, No. 67).

The church of the Holy Ghost, *Helliggeist Kirke* (E. 5), has an old, simple, but well-proportioned burial chapel, and *Holmens Kirke*, restored 1873, contains the mausoleums of some of the foremost naval heroes of Denmark—Niels Juel (d. 1697), Tordenskjold (d. 1720), &c. *St. Johannes*, in the northern suburb, is a pleasing specimen of modern Gothic, in red brick.

The so-called *Marble Church* (D. 6) near Amalienborg, was commenced in 1749, but as the outlay was found far to exceed what had been expected the undertaking was abandoned. It was repaired 1882 and 1883. The huge square tower near *Höibroplads* is that of *St. Nicolai*, all that now remains of a large church—the first in which the Reformation was preached.

The *Cemeteries* are all outside the town; the oldest (1666) and most picturesque is the *Holmens Kirkegaard*, that of the navy in Österbro, with the *monument* over the fallen in the battle with the English fleet under Nelson, April 2, 1801.

In the *Assistens Kyrkgaard* is the grave of Hans Christian Andersen, d. Aug. 4, 1875.

Count Moltke's Collection of Pictures (D. 6), mostly of Dutch masters, collected by Count Gottlob Moltke in the middle of the last century, is exhibited in the Moltke's palace, admission free, on Wednesdays, May 1st to 30th November, 12 till 2. Travellers can always obtain admission. The best pictures are 4 landscapes, by *Ruysdaël* (56–59); an old woman, by *Rembrandt* (36); a monk, by *Rubens* (8); a landscape, by *Hobbema* (60); one by *Dubbels* (102); paintings by *Mieris, Metsu, Ostade, Teniers, Wouvermann, Vandervelde, Pynaker*, &c. Catalogue by Prof. Höyen.

The *Academy of Fine Arts* (E. 6) is in the palace of Charlottenborg on Kongens Nytorv, a building erected in 1672, with the materials of the castle of Kalö, in Jutland, but deriving its name from the residence of Charlotte Amelie, wife of Christian V., and devoted to art purposes by Frederik V. in 1754. The art schools established here have exercised a very considerable influence on the productions of various trades in Denmark. The academy possesses a very good collection of casts, and there is an annual exhibition of pictures, sculptures, &c., in May and June (admission 30 ö.).

q. The present royal residence is **Amalienborg** (D. 6, 7), situated in the northern part of the city, and consisting of 4 smaller palaces, originally built by rich noblemen, but acquired by the king after the destruction of Christiansborg in 1794. In the middle of the open space enclosed by these palaces, is a *bronze statue of Frederik V.* Of the 4 palaces, the one by the colonnade is inhabited by the king; the one connected with it but nearer the

Bredgade, where the guard is, is the Foreign Office, the next is inhabited by the Queen Dowager, and the one with the clock by the Crown Prince.

The palace of **Frederiksborg** (E. F. 1, 2), which with its park stands in about the same relation to Copenhagen as Kensington to London, is now used as a military academy. A tramway, which traverses the whole city, terminates at the gates of the park. Just outside is a bronze *statue* by Bissen, of Frederik VI. (d. 1839), who used to spend the summer here. He is represented in the act of giving audience. A portion of the Park is walled off and appropriated to the *Zoological Gardens.* The *park* of **Söndermarken* on the opposite side of the road, containing the reservoir for the water supply of the city, is also a favourite resort of Copenhageners.

r. Amongst the **Charities** of Copenhagen may be mentioned the two large hospitals—*Frederik's Hospital* (D. 6,7), in Bredgade, connected with the School of Medicine, and the City or *Commune Hospital* (C. 5), a new and very extensive brick building (850 beds), erected at a cost of 150,000*l.*, and well worthy of a visit from professional men. The *Vartou Hospital* is a large red-brick building of the 17th century, near the western gate, and the city contains 4 different colonies of workmen's houses, somewhat like the Peabody buildings, calculated to afford convenient and salubrious dwellings for the working classes, and yet to return a fair dividend to the owners. The *Infant Nurseries* and the charities of the different trades are very numerous.

The *Institution for the Blind* (B. 6) at Österbro, just north of the citadel, is a handsome red-brick building erected 1858, with excellent internal arrangements.

A peculiar quarter, now disappearing, consists of the so-called *Nyboder* (new booths), long, low buildings, erected in the 17th century to accommodate the great number of workmen and sailors, who, in those days, were permanently retained for service in the royal dockyards.

s. **Theatres.**—The first in rank is the handsome *Royal* or *National Theatre* (E. 6) in Kongens Nytorv, erected 1874, in place of the former ugly building. It enjoys a considerable state subvention, and has exercised a very great influence on the intellectual culture of the Danish nation. It is noted for the elegant and graceful way in which the ballet is performed. The best places cost at the door 3 kr. 53 ö. The *Folketheatret* (D. 5), *Casino* (D. 6), and others, are only of the second rank; but the locale of the latter is very handsome, and is used for public balls, &c., in the winter.

The **Tivoli** (E. 4, 5) (outside the W. gate), near the rly. stat., is a gigantic Cremorne (with theatre, concerts, circus, rutchbahn, panoramas, fireworks, dancing, electric railway, café, and restaurant), but visited by better company, as all classes of society here mix and meet together—a striking feature in Danish out-of-door life. The concert is very good, and the establishment is without its equal in any country. A small part of the ground was taken for the *Exhibition building* erected in 1872, now sometimes used for the exhibition of modern pictures.

The **Lange Linie** (C. 7) is a promenade and drive between the citadel and the harbour. Beyond it there are sea-baths, and nearly opposite the *Tre Kroner* and *Lynetten* batteries. A card of admission is required for driving or riding in the Lange Linie. Easily procured.

Railways.—Station outside the W. gate (E. 4).

N. to *Elsinore*, &c., 4 trains daily, branch to *Klampenborg* (separate station a little N. of the principal station), in summer every hour. W. to *Korsör*, &c., 4 trains daily. S. to *Masnedsund*, &c., 3 trains daily.

Steamers.—From Havnegade opposite the Navigation School. To *London*, *Hull*, *Newcastle*, *Leith*, weekly, Thursdays and Fridays. To *Reikiavik*, *viâ* Leith and Thorshavn, about once a month, from March to October (see Iceland). To *Christiania*, several times a week. To *St. Petersburg* weekly; to *Stettin* weekly; to *Stralsund viâ* Malmö 3 times a week; to *Lübeck* or *Kiel* (see Rtes. 1 and 2). To *Helsingborg*, *Helsingör*, *Malmö*, *Klampenborg* (Bellevue), &c., 2 to 4 times daily.

t. **Environs.**—To *Frederiksborg* Palace (see Rte. 10) to *Charlottenlund*, *Klampenborg*, *Elsinore*, &c. (see Rtes. 9 and 10). Across the Sound, 18 m. to *Malmö* in Sweden (several *steamers* daily), thence *Railway* to *Lund*, *Landskrona*, and *Helsingborg* (with excursion to the granite rock *Kullen*), returning by steamer (see *Handbook for Sweden*).

ROUTE 9.

SEALAND AND THE ADJOINING SMALLER ISLANDS.

a. Environs of Copenhagen.

The railways on the island of Sealand now enable the traveller to visit most of the places claiming his attention in excursions from Copenhagen, and he may select any one or more of the places mentioned below, and combine them in any order he pleases.

The immediate neighbourhood of Copenhagen is flat and sparingly timbered, and the island of *Amager* (not, as it is often written in English, Amak) offers absolutely nothing of interest. The inhabitants are descendants of Dutch colonists who settled here in 1516, and have to a great extent preserved their national costumes. The whole island is an immense nursery garden, supplying Copenhagen with vegetables. But on Sealand itself, to the north of Copenhagen, at a distance of about 5 to 10 miles, there are extensive tracts of woodland, stretching, through a considerable area, partly along the sea, partly surrounding numerous small inland lakes, and in this direction there are a great many pretty excursions. In spite of its high latitude, the summer in Copenhagen is often oppressively hot, and the townspeople go N. to seek summer quarters—often very modest and at the same time very expensive ones—for some weeks at least in the neighbourhood. The favourite place of resort is the

Strandvei or road along the seashore, as well as the villages to the north of the town. The thousands

of large and small houses and pretty gardens, inhabited during the summer months, which are scattered over the country, give it a very lively and pretty appearance.

The *North Sealand Railway, a. Copenhagen* to *Klampenborg.* Trains every hour—Sundays and holidays every half hour from the station, a little N. of the Great Rly. terminus W. of the city. This rly. affords an easy and quick communication with these places; but in order to enjoy it properly it is preferable (though certainly more expensive) to take a carriage and drive by the *Strandvei* or by the high road to Lyngby to those parts of the neighbourhood which can thus be visited. The price for a two-horse carriage varies from 10 to 20 kr. a day, besides a dollar for the driver and his expenses of food.

About 5 miles from Copenhagen on the Strandvei is

4 m. *Charlottenlund* Stat. (Horse Tramway), a park — or rather a mixture of wood and garden — covering about 80 acres, and surrounding a country house belonging to the Crown, and generally tenanted by some member of the Royal Family. On Sunday afternoons and feast-days tens of thousands fill its walks and glades; dancing and music is going on till late at night, and when the last train and the last omnibus or char-à-banc have returned to town there are still many hundreds left, who prefer to walk home with song and merriment in the cool of a light Danish summer night. Close to Charlottenlund are capital sea-baths at an establishment called *Öresund.* Through Charlottenlund the carriage road, continued in a magnificent lime avenue, leads to

Bernstorff, a manor-house built a century ago. by Count A. P. Bernstorff, an influential man in Denmark, now in possession of the Crown, and used by the Royal Family as a summer residence. Further inland, 8 m. is *Lyngby Stat.*, with the small palace and beautiful park of *Sorgenfri* (beautiful roses), residence of the late Queen Dowager, from whence the extensive woods of *Frederiksdal*, surrounding the lake of *Furesö*, may be reached by road or in a boat on the lake of Lyngby. *Hörsholm* (see below) is easily reached by way of Lyngby.

Continuing the journey by the Strandvei for about 3 miles beyond Charlottenlund we come to the **Deer-park** (Dyrehave), the gem of the environs of Copenhagen. Both this and Charlottenlund may be reached by frequent trains which start from a separate little station beyond the main station at Copenhagen. From the railway, as well as from the Strandvei, the Deer-park is entered at the south-east corner. Just outside, with a good view of the Sound and close to the landing-place of the steamers, is a very good restaurant called *Bellevue.* Of the adjoining corner of the park a considerable space is taken up by a sea-bathing establishment called

Klampenborg Stat., a good Restaurant, *Restaurant* Constantia, and Hotel, concerts, fêtes, cottages, and lodging-houses. From the grounds a good view of the sea. The sea-baths are accessible to the general public. Many Swedes and Germans come here for the summer. The Deer-park itself is an enclosure of about 4200 acres, divided in two parts by a small river, which supplies the necessary water-power for a large paper-mill at the outfall in the Sound, and for 2 manufactories in the park itself. The southern part of the park, about 2800 acres with fine timber, especially magnificent beeches, is a Royal preserve, and vast herds of stags, red deer and fallow deer may be seen grazing on its glades or lying down under the trees. The large white stags are

particularly beautiful. In the middle of an open space stands

Eremitagen (the Hermitage), a small Royal hunting-pavilion. Some of the rooms (very plain inside) are accessible to the public and can be used for pic-nics. The view across the Sound to the coast of Sweden is very fine from the Hermitage, as well as from many other points in the park. On the 5th June a great national festivity is generally held here in honour of the Danish constitution. At a little distance are three large stones with inscriptions erected, one in commemoration of the first meeting here of students from all the Scandinavian universities; the two others commemorate visits to Copenhagen by a great number of Schleswigers in 1861, and again in 1865.

In the southern part of the enclosure is an open space called *Dyrehavsbakken*, where a very animated fair is held every year in the months of June and July. Roads and paths cross the park in every direction. One road runs parallel with the southern fence by Dyrehavsbakken, and leads from the gate at Klampenborg to that of *Fortunen*, where just outside the park a fine distant view of Copenhagen and the sea presents itself. The continuation of the road leads through the wood, and the above-mentioned avenue to Bernstorff, which is seen in the foreground and further on to Charlottenlund. The rt. road leads through open fields to Lyngby (see above).

The narrow slip of land between the park and the sea is studded with villas of every shade of size or elegance, amongst which we note *Skodsborg*, where Frederik VII. used to spend a few months every summer (Skodsborg Hotel). Farther north beyond the Deer-park are the villages of *Vedbæk* (here is the park of *Enrum* open to the public) and *Rungsted*. The coast is here in many places high, and affords splendid views of the sea, for instance, from a barrow called "Lokeshöi" to the rt. of the road just north of the Deerpark, and from "Ewaldhöi" near the Inn at Rungsted, where the poet Ewald spent his last years. The island of

Hveen, where the astronomer, *Tycho Brahe* resided, and where the foundations of his castle and observatory are still seen, is only 7 miles distant; to the south of it, on the more distant coast of Sweden, appears the town of *Landskrona;* towards the north *Kronborg* on the Danish coast is distinctly seen. Two miles inland from Rungsted is

Hörsholm, where Christian IV. erected a magnificent palace in the years 1733–1744. It was called the Versailles of the north, and certainly surpassed most royal residences in splendour. Here Caroline Mathilde spent her last summers in Denmark. Frederik VI., who was born here, but disliked the palace, suffered it to fall into decay, and in 1810 its demolition was ordered. Where the palace stood is now a small plain church. But of the surrounding grounds a portion at least remains. From here there is, by road, 10 miles through woods to Lyngby, and about 6 to the nearest station on the North Sealand Railway.

ROUTE 10.

ELSINORE (HELSINGÖR), FREDERIKSBORG, AND NORTH SEALAND.

Elsinore may be reached conveniently, either by land, by way of the North Sealand Railway, or by direct steamer.

North Sealand Rly. 36 m. Trains in 2 hrs.

Steamers.—Twice daily, in 2½ hrs. to Elsinore; 3 hrs. to Helsingborg, from the pier at the corner of the Havne Gade, and Charlottenborg. The first morning boat reaches Elsinore at 10·30.

As the *Steamer* keeps close to the Danish coast, which has an easterly aspect, it is better to take the early morning boat (2½ hrs.), and return by train (2 hrs.). Elsinore and Kronborg may be seen in a day easily: and one may even see Kronborg in the morning, and reach Frederiksborg by an afternoon train in time to see the castle, and reach Copenhagen by the last train in the evening. But it is better either to sleep at Elsinore, and next day take the 8·50 A.M. train to Fredensborg, see the park and Nordmandsdalen, and pass on to Frederiksborg (Hilleröd) by train at 12 noon, or by carriage (an hour's drive on a pretty road, offering to the rt. good views of Esrom Lake); or to drive in the afternoon to Fredensborg, return from thence to Copenhagen by rail, and make Frederiksborg the subject of a separate excursion. If more time is at disposal, drive from Elsinore by the old upper road to *Hellebæk*, thence to *Hornbek*, ordering the driver to stop below *Odinshöi*, whilst you ascend to enjoy the view; and viâ *Haureholm* to Esrom, and round the lake by the road which runs close to its shores to *Fredensborg* or *Frederiksborg*. Thence, if desired, to *Frederiksværk;* up the fjord to *Jægerspriis*, and by the rly. from Frederikssund; or better, if not already visited, *viâ* Roeskilde to Copenhagen.

The coast of the Sound north of Copenhagen as far as Rungsted is excessively pretty from the sea when illuminated by the morning sun; it appears almost one immense garden with houses of every description dotted about; and as the ships passing the Sound to and from the Baltic almost all keep near to the Danish coast, partly on account of the prevalence of westerly winds, partly because the sandbanks are fewer — this circumstance contributes very much to heighten the charms of the journey. The steamer stops at several points on the coast, such as Bellevue (Klampenborg), Vedbæk, Rungsted, Humlebæk, and, after passing Hveen, Tycho Brahe's island, enters the harbour of Elsinore about 2½ hrs. after leaving Copenhagen. Generally the boat proceeds after a short interval to Helsingborg in Sweden and back.

Elsinore, Danish Helsingör (H. Öresund, H. du Nord, good restaurant at rly. stat.), is a very old town of 9000 Inhab., with a Gothic *Townhall*, rebuilt in 1855. The place formerly derived its wealth almost entirely from the *Sound dues* which were paid here by all vessels going to or coming from the Baltic. The payment of this impost, abolished in 1857, necessitated the stoppage of the vessels, which therefore often took their supplies here. Before 1660, when Skaniæ still belonged to Denmark, the main communication between the provinces on both sides of the Sound was by way of Helsingör, and the opposite

Helsingborg, the width of the Sound being here not more than 2¼ m. Partly to facilitate the enforcement of the Sound dues, partly to prevent the passage of a hostile fleet, a fortified *castle* was at a very early time constructed on each coast of the Sound. The one at Helsingborg has disappeared save an old square tower, prominently seen from the Danish coast; but the castle of Helsingör still exists, the well-known **Kronborg**, of no importance now as a fortress.

The present edifice, a quadrangle, with 4 towers, was built 1574–1585, in the Renaissance style of the period, by Frederik II., and is, whether it be seen from the sea or from the shore, a very picturesque object. The interior, chapel and square tower, can be viewed on application. Fee, 60 ö. each person. The pictures are very bad.

From the windows a lovely sea-view. Caroline Mathilde inhabited a small apartment here in 1772, before she was taken to Hanover (see Introd. § 10), and her rooms are still shown. One of the turrets serves as a lighthouse. The *chapel* has been restored, and is worth seeing. From the Square Tower, the *view* is very good. Extensive works, slips, and a dry-dock were erected, 1882, for the building and construction of iron ships and machinery.

To the north of the town within a short walk is **Marienlyst**, originally a Royal marine residence, now belonging to a much-frequented sea-bathing establishment. The grounds in front of the house are accessible to the public at large, as well as the restaurant, which is tolerably good; but the building—containing balconies with fine view, reading-rooms, &c., as well as the table-d'hôte at 4 o'clock, and the terrace behind the house, are accessible only for subscribers, or for travellers on payment of a fee of 70 ö. for the day.

On the terrace behind is shown what is called *the grave of Hamlet*, a circle of trees round a fragment of a column. English travellers—naïvely believing, on the authority of Shakespeare, that Hamlet really had something to do with Kronborg, although in reality he lived in quite a different part of the country, and a thousand years before Kronborg was built—used so constantly to ask the guides for Hamlet's grave, that these found themselves under the necessity of inventing one, and some bright individual hit upon this spot, which has ever since retained the name. The tourists, however, were not yet satisfied; as soon as a grave was found for Hamlet it became necessary to discover Ophelia's brook, and this, too, was successfully accomplished. It is shown north of Marienlyst garden, near a delightful path which runs at the foot of the high coast parallel with the shore to Hellebæk. The spot is pretty, and so far well chosen, but there are but very few inches of water in this modern Ophelia's brook—a circumstance which unavoidably suggests the profane thought that the lady must have had some difficulty in drowning herself here.

In the same direction, but close to the shore, is the *Bath Hotel*, where apartments can be had with a fine sea-view, but rather dear. Lodgings are to be found in many houses in or about Helsingör, but they are generally taken early in the season. Many foreigners come hither, mostly Germans; the bathing is better than in the Baltic, and the neighbourhood so pretty that a pleasant time may be spent here.

The environs of Helsingör are well timbered, but the beauty of the place is the view of the sea, which, in summer, is deep blue, backed by the charmingly wooded Swedish coast, with the headland of *Kullen*, a remarkable isolated mass

of granite 900 ft. high, in the distance, and enlivened by hundreds of vessels constantly passing through this narrow channel to or from the Baltic. In this respect Helsingör is unique; nowhere in the world are so many ships seen constantly together in movement, and to the lover of the sea and of ships few things can be more amusing than cruising about in a boat at the entrance of the Sound.

A very pretty drive of about 3 miles through woods and past beautiful little lakes, leads to

Hellebæk, north of Helsingör. Here a considerable manufacture of fire-arms and various iron goods was established a century ago and exists in part still. In the summer the place is filled by people from Copenhagen, who for a few weeks occupy the very modest apartments that can be found in the houses of the artizans or the huts of the fishermen, in order to enjoy the fresh air and the bathing. The woods of Hellebæk, which form a park to the manor-house of that name, are laid out in pretty walks, and the timber is splendid.

Another mile along the shore leads to *Odinshöi*, the highest point on the coast, from which a charming view of the entrance to the Sound and of Kronborg. Carriages for a drive to *Hellebæk* and *Odinshöi*, occupying half a day, may be had at the hotels at Elsinore and at the station, price about 6 to 8 kr. (1 horse) and *pour boire*. Pedestrians will prefer the path along the coast starting from Marienlyst. A more extensive excursion may be made along the coast through Hellebæk and *Hornbæk*, a fishing-village, near a very characteristic plantation for subduing the drifting sand, to *Nakkehoved*, with 2 lighthouses. From the upper lighthouse is a very interesting sea-view, and in the pretty little garden—doubly pleasing in this desolate spot—travellers can pic-nic, but provisions must be brought. Further on is

Gilleleie, on the northern extremity of Sealand, with a very good inn. The return road should be laid through *Söborg*, a village near the scanty ruins of the once famous castle of Söborg, in a lake which is now laid dry. Many state prisoners were kept in durance vile here in the early middle ages. The road next reaches *Esrom*, once a powerful and wealthy monastery, but of which only small fragments remain. It is at the north end of the lake of Esrom, with beautifully-wooded shores. A canal connects it with the sea, and serves for the export of firewood from the adjoining forests. The route back to Elsinore from Esrom should be laid either north of the *lake of Gurre*, through the woods of *Horserröd*, &c.; or else, if it is intended to visit the *ruin of Gurre* (see below), west and south of the lake, and through the village. Excursionists who are on their way back to Copenhagen from Elsinore, may proceed from Gurre to *Fredensborg*, and send the carriage back to Elsinore from there. A carriage for this excursion, which fully occupies a day, costs about 35 kr.

The return from Elsinore to Copenhagen may be made by rail in about 1½ to 2 hrs., but even if Frederiksborg is visited separately, it is far better to go by road from Elsinore to *Fredensborg* by way of Gurre, and only take the train there. *Gurre*, about 4 m. from Elsinore, was in the early middle ages a favourite residence of several Danish kings, particularly Valdemar II., whose paramour Tovelille, of whom the old ballads have much to say, was kept hidden here. The legend says that Valdemar used to exclaim that God might keep his heaven, if he (the king) only might retain Gurre; and consequently his unhappy soul is still lingering there,

and often of a night he is seen hunting, with a mysterious and awful troop of followers, and a pack of fiery dogs. The castle, situated in an idyllic spot near the lake and village of Gurre, fell into disuse in the 15th cent., and the stones were mostly used in the construction of Frederiksborg. The remains are now enclosed, and the key can be had in a cottage close by. Further on, near *Valdemarslund*, the residence of the principal officer of the extensive woods in this district, which all belong to the Crown, is another fine view of the lake. The road turns sharp to the l., passes by *Marianelund*—a modest Inn, favoured by pedestrians in summer, through another wood, to *Danstrupheyn*, and past the *Rostgaard stone* across fields to Fredensborg, 10 m. from Elsinore.

The Rostgaard stone commemorates a bold attempt made by *Hans Rostgaard* and two others to regain possession by a *coup de main* of the fortress of Kronborg, which in the year 1658 had fallen into the hands of the Swedes. The plan was discovered, and the leaders had to fly for their lives. Rostgaard, in order to deceive his pursuers, killed his horse at the side of a pond here where the stone stands and threw off his clothes, which made them believe that he had been killed and drowned in the lake, and thus he escaped. He was owner of a manor called *Krogerup* (beautiful park, open to the public), a few miles off near *Humlebæk*, a fishing-village on the coast, where the steamers to and from Elsinore stop.

Fredensborg (*Inns:* Store Kro Prindsen; Hansen's restaurant, close to rly. stat., good) owes its origin to the royal summer residence of this name which was built here at the beginning of last century, and which still is used as such. It was finished in 1720, and named so because the treaty of peace (Danish *Fred*) which put an end to the "eleven years' war" between Denmark and Sweden was concluded here. The *Palace* possesses but little internal beauty besides the *entrance hall*, which is very fine, and a few good old ceilings with stucco-reliefs in the style of Louis XIV. (fee, 4 kr. for a party not exceeding 12). But the *park* abounds in magnificent avenues, charming flower-beds, terraces, sculptures, &c., and its beauty is much enhanced by the *lake of Esrom* and its wooded shores. Boats can be had in the so-called Skipperhuus. One of the chief features of the park is the "Normandsdalen," containing a number of figures representing Norwegian peasants in national costumes.

From Fredensborg, a drive through the woods of about 5 miles, with views over Esrom lake to the right, leads to

Frederiksborg. The name of the little town of 2700 inhabitants is really *Hilleröd*, but the name of the castle, which forms the one great point of attraction, is very generally used for the town too. (Leidersdorf H., on the market-place, very modest; good restaurant at the railway station.)

Admission to castle and church daily, 9·30 till 12, and 2·30 till 5—1 to 3 persons, 1 kr.; 12 persons, 2 kr.

The original **Castle of Frederiksborg** was built by Frederik II. in 1562, and a part of the present building dates from his time, but the main portion was taken down and replaced by the present palace in the years 1602–1608 by Christian IV. On the 17th of December, 1859, a terrific fire destroyed almost the whole of the interior, and a great mass of valuable historical relics were lost on that occasion, but the walls remained standing, and, thanks to the numerous descriptions and drawings in existence, it was pos-

sible to restore the whole exterior of the castle, as well as the interior of the church in which 6 Danish kings have been crowned, to its original condition, at a cost of about 40,000*l.* The castle is situated in a lake, on 3 islands, and is one of the noblest and most beautiful palaces in Europe. "In the depths of the beech-woods is a great lake, in the centre of which, on 3 islands, united by bridges, rises the palace, most beautiful in its time-honoured hues of red brick and grey stone, with high roofs, richly sculptured windows, and wondrous towers and spires. Each view of the castle seems more picturesque than the last. It is a dream of architectural beauty, to which the great expanse of transparent waters and the deep verdure of the surrounding woods adds a mysterious charm."—*A. J. C. Hare.* On the island nearest the town are 2 peculiar round towers erected by Frederik II. The entrance to the second island is ornamented with a huge gate-tower, and beyond this the castle, situated on the third island, presents itself. It consists of 3 wings, with a closed gallery towards the middle court, ornamented with rich and well-executed sculptures. The interior had already, at the time of the fire in 1859, sustained so many changes that scarcely anything remained in its original state, save the Banqueting Hall and the Church. The former (*Rosen*) has been restored. The Knight's Hall, which was also nearly destroyed, has, however, been splendidly restored; the carved ceiling and tapestry are fine works of art. In a number of rooms which have been refitted a collection of antique furniture, painting, &c., is being formed. The *Tycho Brahe* room is interesting, and the decoration very effective.

The *Church*, though much damaged by the fire of 1859, was partially saved, and was rebuilt, redecorated, and re-consecrated 1864. It is very well worthy of a visit; the altar and pulpit, of ebony and massive silver, as well as the font, were saved from the fire. The royal closet, or so-called "bedekammer," ornamented with numerous pictures and carvings, the latter executed by Christian IV. himself, was entirely destroyed, and the fac-simile now executed is interesting as a study of the Renaissance. It has been decorated with 24 very beautiful pictures of New Testament subjects by *Professor Carl Block*, full of dignity and tender feeling, and well worthy of minute study. In the chapel are the coats-of-arms of the Knights of the Elephant, and of those who have or have had the Grand Cross of the Dannebrog.

The castle, as it now stands, is a monument not only of its builder Christian IV., but of the national feeling of the Danish people at large, by whose exertions the restoration after the fire alone was rendered possible. A peculiarity connected with the castle is the great assemblage of rooks from the neighbouring extensive forest, which takes place every afternoon about 6 o'clock. The roofs are black with the birds, which, after a quarter of an hour's palaver, again separate. A bridge leads from the middle island through the "mintgate" to the high road to Fredensborg. All round the castle-lake are shrubberies and woods with walks. Here stands *Badstuen*, a very pretty little building erected by Frederik II., and beautifully restored by Frederik VII. A splendid view of the castle is obtained from *Jægerbakken*, a few minutes' walk from the garden. Another fine view is had from the *Rokkesteen*, which forms part of a gigantic dolmen south of the town. But the finest view in the neighbourhood, and one of the best in Denmark, is from the *Skandsebakke*, a walk of three-quarters of an hour. The view

comprises the whole neighbourhood, the lake of Esrom, and the Sound in the distance. A walk through the terraced garden, at the highest point of which the view over the parterres, with the lake and rear of the palace forming the background, is exceedingly beautiful and unique, should not be neglected.

To the north of Frederiksborg, beyond the enclosures properly belonging to it, is a wilder tract of forest called *Gribskov*, which stretches along the lake of Esrom, a distance of 8 miles, enclosing numerous picturesque little tarns, as well as hilly parts with views, &c.

From Frederiksborg the return to Copenhagen direct will be best accomplished by railway, but the excursion may be extended to *Frederiksværk* and *Jægerspriis*, and the return may be made by steamer on the Issefjord to *Roeskilde*, and train from there to Copenhagen.

Frederiksværk (Heilmann's *Inn*) is about 12 miles N.W. from Frederiksborg. The road is not particularly interesting, as the country is rather treeless. The little town of 900 inhabitants is situated on the outlet of the large lake *Arresöe* into the Issefjord, and consists mainly of the houses of artizans who work at the large cutlery and iron works which were established here at the beginning of last century, and which, after having been the property of the State for some time, are now in private hands. The neighbourhood is very beautifully wooded, and from several points, particularly the *Maglehöi*, there are extensive and varied views.

Archæologists may make an interesting excursion of about 4 miles to the *Kjökken-mödding* at *Sölager*, which were visited by the International Archæological Congress, held in Copenhagen in 1869. The lake of *Arresöe* was formerly connected with the Kattegat, but this ancient outlet has been entirely stopped, and the country far and wide desolated by drifting sands. These have now, however, been subdued by plantations, which are worthy of a visit. The drive across the so-called *Asserbo Overdrev* is very characteristic; there is a melancholy monotony in the landscape, contrasting forcibly with the smiling beauty of Frederiksværk. Here was in olden time the strong and famous castle of *Asserbo*, but only a ruin is now left. The principal plantation is near *Tidsvilde*, close to the sea, and here is also, at the very top of the cliff,

St. Helen's Well, of which the water was, until quite lately, supposed to be in possession of marvellous healing powers, and particularly on the night of St. John the Baptist's day; thousands often came with all manner of diseases to drink healing water from the well. The legend is that the saint had been killed by ungodly men in Sweden, and her body thrown into the sea; but a large stone floated it to the surface and carried it across to the Danish coast. Pious persons wished to bury the saintly remains in the church, but came only to this place, where the earth voluntarily opened to receive the body.

Forty years ago this whole neighbourhood was still a sandy waste, exceedingly interesting to the naturalist; now the land is almost all taken into cultivation. The drive to Frederiksborg from Tidsvilde goes through a district exceedingly rich in barrows and dolmens.

Frederiksværk is, as already stated, situated on a branch of the *Issefjord*, and on this a steamer 2 to 3 times a week affords easy communication with the town of *Roeskilde*. Opposite Frederiksværk the coast is densely wooded for many miles, and the steamer—after first coasting the peninsula of *Halsnæs*, where *Sölager* is situated—turns to the left, and glides along the forest which belongs to

the manor of *Jægerspriis*, in order to land at

Frederikssund (Hotel Issefjord), a small borough of 1300 inhabitants, on the east coast of the fjord, which is here very narrow and traversed by a boat-bridge. In order to visit Jægerspriis (for which carriages, 4 kr.—for the whole day, 10 kr.—may be had from Mr. Frölund in Frederikssund) the bridge must be crossed, and the walk or drive continued for about 3 miles, partly through wood. From the wooded hills to the left of the road there is a good view. (Good *Inn* near the manor-house.)

The estate of **Jægerspriis**, which was originally called Abrahamstrup, belonged to the Crown as early as the year 1300, but afterwards it changed hands frequently. Several of its owners were members of the royal family; the last of them was Frederik VII. The house is peculiar and old-fashioned, but not particularly imposing; it is beautifully decorated inside, and the rooms occupied by Frederik VII., which contain a great many objects used by him, his drawings, &c., are still preserved intact, and can be seen. The park is open to the public, and is very interesting. One of the royal owners of Jægerspriis, the "Hereditary Prince" Frederik VII., adorned it with numerous sculptures, many from the designs of *Wiedewelt*, an excellent Danish sculptor of the 18th century. Most of them represent great men in the history of Denmark, and some are portraits. There is also a splendid "jættestue," or large sepulchre, from the stone age in the park, which is opened. North of the park is the *Nordskov*, an extensive wood containing the largest oaks in Denmark. The *King's oak*, the largest in Denmark, is now reduced to a hollow trunk, with green branches issuing from the inside as well as from the outside of the 3 pieces which still remain. Its circumference is 42 ft., at a height 4 ft. from the ground. The *stork oak* has in the same height a circumference of 36 ft., which in a height of 24 ft. is only diminished to 32 ft.

The neighbourhood of Frederikssund is interesting in an archæological point of view, being very rich in dolmens and other monuments. Five miles north of Frederikssund, halfway between this and Frederiksværk, is *Havelse*, with celebrated kitchen middens; and about 8 miles south, on the road to Roeskilde, is a remarkably large and fine *jættestue* near *Udleire*. A couple of miles further the railroad crosses a river called *Være*, where an enormous oblong tumulus marks the burial-place of *King Frode*, of whom the old legends, as related by Saxo Grammaticus, are full. Here he was buried, and on the top were the monumental stones with a Runic inscription in his honour, which procured its author the crown of Denmark, it having been resolved that whosoever wrote the best poem in honour of this popular king should be his successor. Two centuries ago the stones were taken away to repair the bridge over the river, but all search for those with the inscription has been in vain. The parish uses the tumulus for a gravel-pit—happily a very unusual mark of disrespect for historical and antiquarian monuments in Denmark. Archæologists would most likely prefer to drive from Frederiksværk to Frederikssund, taking Havelse by the way (about 11 miles), and to continue the journey to Roeskilde in the same manner (15 miles).

By steamer *Roeskilde* is reached in 1½ hour from Frederikssund, and thence Copenhagen is reached in about 1 hour by rail. A visit to Roeskilde, and further excursions from there, may perfectly well be combined with the excursions we

have been describing, but as most travellers would visit Roeskilde from Copenhagen direct, and few would make the round by Frederiksværk, we shall treat of Roeskilde separately.

ROUTE 11.

COPENHAGEN TO ROESKILDE, RINGSTED AND SORÖ.

These towns are stations on the rly. from Korsör to Copenhagen (Rte. 6). Trains daily, in 2 hours.

Roeskilde, with the Central and Western parts of Sealand.

Roeskilde (17 m. by rly. from Copenhagen, 6 trains daily in 1 hr., *Buffet* at station; *Inns:* Prindsen (best), Frederiksstad), situated at a branch of the Issefjord, became in the 10th century the residence of King Harald Blaatand, father of King Sven, and grandfather of Canute the Great, and it remained one of the royal residences till the 15th century. It was also one of the earliest episcopal sees in Denmark, and was—until Copenhagen became the permanent residence—the most important city in Denmark, and probably the most populous, excepting perhaps the town of Schleswig. But when it ceased to be a residence, and when the Reformation had shorn the church of its splendour, Roeskilde fell into decay, and has now, in spite of recent progress, only 5200 inhabitants. Of the 14 churches and 6 conventual institutions which once existed, only the Cathedral and Vor Frue Kirke are still in use. The name is popularly derived from a King Hroe, and supposed to mean "Hroe's well;" but the king in question is a personage of doubtful historical authenticity. The locality, however, is exceedingly rich in springs, of which one, the Maglekilde, in an octagonal building at the base of the cathedral hill, yields 350 gallons per minute.

The *Cathedral* of Roeskilde is the finest and largest ecclesiastical building in Denmark, and the bishop of the diocese of Sealand (who resides in Copenhagen) is now the primate of the Danish Church. But originally it was not so. The archbishop of Denmark resided in *Lund* in Skaane, which province, since 1658, belongs to Sweden, and the cathedral of Lund was till then the foremost in rank of Danish cathedrals.

The Cathedral is shown by the sacristan (*graver*), who lives nearly opposite the W. door. 2 kr. 1 to 3 persons.

Besides its architectural merits, the Roeskilde cathedral deserves a visit as the resting-place of most of the sovereigns of Denmark.

The earliest church here was of wood, and built by Harald Blaatand in 975, but the present edifice of red brick was commenced after the middle of the 12th century, and was completed as we now see it towards the latter part of the 13th. It suffered much by fire, particularly in 1283 and in 1443, and important alterations were the consequence. It was after the first fire that pointed arches were introduced instead of round ones, which, however, still remain in many places. The towers date also from that time; but the spires were set up by Christian IV., who also added the singularly inappropriate Elizabethan west door.

The numerous chapels which from time to time have been erected round the church have also contributed to mar its original appearance. For years a thoroughly scientific and careful restoration has been going on, and numerous minor mutilations are being remedied, ancient ornaments again brought to light, &c.

The building is 276 ft. long and 86 ft. broad. The dimensions are not considerable, but the proportions are good. The church consists of a choir, nave, and 2 aisles; these have a clerestory and are continued round the choir. The transepts do not project beyond the aisles. Being built on an eminence, the spires are seen far and wide, and altogether it is one of the finest buildings of its kind in the north.

The west door leads directly into the nave, which is 82 ft. high, and has 5 bays beyond the transept. The width of the nave decreases slightly towards the choir, which has a very pleasing effect when seen from the door, or better from a wooden bridge over the door connecting the two side galleries. On the piers are suspended several old paintings which are supposed to have been altar-pieces. The pulpit dates from Christian IV.; the organ was built in 1555, and is of unusual size and excellency. There are many tombstones in the floor marking the graves of famous persons, though the oldest have almost all disappeared. The font (date 1601) stands at present at the foot of the chancel steps, the old baptistery having been taken down in 1772; but it is intended to convert one of the chapels into a baptistery, where the font will then find a place. The fine brass railing enclosing the choir was a gift of Frederik IV.

The choir is divided into 2 parts by a railing. In the part called *kannikechoret*, or the canon's choir, is the altar which was bought by Frederik II. for the chapel at Frederiksborg, but when this palace was taken down by Christian IV. in 1602, he gave this altar to the cathedral of Roeskilde. It is ornamented with *very good carvings* representing scenes in our Saviour's life. The work is of great artistic merit, and is supposed to belong to the beginning of the 16th century, but the artist is unknown. The *carved stalls*, 21 on either side, were placed there in 1420, and are of fine workmanship.

Behind the altar is the sarcophagus of *Queen Margaret*, who united the three northern kingdoms. She died in 1412, and was first buried in *Sorö*, but next year the Bishop of Roeskilde took possession of the body by main force and carried it to the cathedral. The queen is represented in life-size on the lid of the sarcophagus, which was placed here by her nephew and successor, *Erik* of Pomerania, 1423, and is ornamented with small statues of alabaster in canopied niches. These have been restored.

The second part of the choir is further raised, and contained formerly the high altar of the cathedral and 2 others, which remained there with other ancient church furniture till the close of the 17th century, when this part of the cathedral was transformed into a royal burial-chapel. At last all these relics were sold in 1806 as rubbish—a proceeding which caused just indignation amongst the educated public, and gave rise to special steps being taken by the government for the preservation of national antiquities. We may here observe that the cathedral had been deprived of its treasures before the Reformation, and but very few objects connected with its earlier history are now in existence. Several are preserved in the Museum for Northern Antiquities in Copenhagen, as, for instance, the oldest seal of the cathedral, the skull of St. Lucius, its patron saint, &c.

The *high choir* contains the fine marble sarcophagi of Frederik IV., Christian V., and their queens, and the tomb of King Waldemar, 1363; and in the vaults underneath are the remains of several of the royal children.

In 1420 the floor was raised in this part of the choir, and many old graves were thereby disturbed; the bones of some of their occupants were, however, immured in the pillars, more especially those of King Harold (A.D. 985), of Queen Margaret Fredkulla (A.D. 1130), of Svend Estridson (A.D. 1076) and Bishop Vilhelm (A.D. 1076). Above the lower row of arches is a modern fresco painting representing Christ and the 12 Apostles, by *Constantin Hansen*. In the aisle of the choir is a collection of portraits of famous men connected with the church, and of all the bishops of Sealand since the Reformation.

From the S. transept the *chapter-house* is entered which was founded by a certain *Helgi* (A.D. 1128) who is buried here, as indicated by a monumental stone with inscription.

Further on, adjoining the S. aisle, is the sepulchral chapel of *Frederik V.* in Romanesque style with a cupola, handsome in itself, but utterly out of harmony with the church. Here are the sarcophagi of Frederik V. and his queen, and all subsequent kings and queens of Denmark, including that of Frederik VII. in polished oak, with a wreath of oak-leaves in solid gold; that of Frederik V. is in marble, by *Wiedewelt*.

Then follows the chapel of the *Three Holy Kings*, with the monuments of Christian III. and Frederik II. The chapel itself is very fine, a centre column supporting a noble vaulted ceiling, and the walls being decorated with very interesting fresco-paintings contemporary with the first erection of the chapel, now happily rescued from under innumerable layers of churchwarden's whitewash. They have reference partly to the 3 holy kings, partly to the destination of the chapel to serve as a royal burial-place. The *monument of Christian III.*, by *Corn. Floris* of Antwerp, is of the highest artistic merit.

In the crypt underneath lies Christian I., who built the chapel in 1459–1464 as a burial-chapel for his family, and richly endowed it. When his coffin was opened some time ago the body was measured, and it was found that although he had not been of the prodigious height ascribed to him, he still stood 6 Danish ft. in his shoes. The upper floor of this chapel forms a hall where the diocesan convocation meets. Near the west door are several minor chapels, and also along the western portion of the north aisle, amongst which the chapels of St. Brigitta and St. Laurentius contain interesting and very old frescoes.

We come next to the largest of all the chapels, that of *Christian IV.* (d. 1648), containing the sarcophagus of this king, covered with black velvet, and richly ornamented with silver. His sword rests upon it. Around are placed some fine sarcophagi of chiselled copper, containing the remains of the queen of Christian IV., Anna Caterina; Frederik III. and his queen, Sophia Amalia. The walls are decorated with frescoes by modern Danish artists—*Eddelien*, *Marstrand*, *Hilker*, and *Kornerup*. One of these represents the king in the naval battle at Femern, 1644, where he was wounded, and another represents him as a young man presiding as a judge in a celebrated cause, where he discovered a fraud by examining the paper on which a certain document was written, and finding that the manufacturer's mark indicated a later year than the pretended date of the document. Others are portraits of famous men of his time. The chapel is separated from the

aisle by a magnificent screen of hammered iron, made by Caspar Fincke in 1690. In the north aisle is also the tombstone of the great Danish chronicler *Saxo Grammaticus* (A.D. 1207), without an inscription. On the north side of the chancel is the *porch of Oluf Mortensen*, built in the 15th century, with a very richly ornamented front and the image of Pope Lucius, the patron saint of the church, painted on copper.

In the south tower is the *clock*, with figures that strike the hours; and in the northern tower is the largest of the bells, which bears the date of 1511, and has a circumference of more than 18 ft.

From the gallery of the choir of the cathedral there is a passage over an archway, ascribed to and named after *Bishop Absalon* (1201), which formerly led to the episcopal palace; this latter, however, no longer exists, and instead of it is a so-called Royal palace—a very unpretending edifice, serving various public purposes.

Vor Frue Kirke offers nothing of special interest; it was formerly in the town, but stands now outside it, and the parish is a rural one; several of the lanes near it have still the name of streets.

The church of *St. Ibs*, now used as a warehouse, erected in the 12th century, has very interesting and very old frescoes.

The tower of *St. Laurentii* church forms now part of the *Town-hall*, and is a good specimen of the red-brick Gothic.

Close outside Roeskilde is a very large lunatic asylum belonging to the city of Copenhagen, called *Bidstrup*, which is worthy of the attention of persons taking interest in such institutions. A little farther on is a small pretty wood *Boserup* (carriage 4 kr.), near which the scanty ruins of *Hebbe* castle, and a kitchen-midden.

EXCURSIONS FROM ROESKILDE.

We have already observed that Frederikssund, Jægerspriis, and Frederiksværk may quite easily be visited from Roeskilde. Lovers of art may pay a visit to the *Church of Skibby* (the first place where the steamer to Frederiksværk stops) containing beautiful specimens of 12th-century frescoes; similar ones exist in many old Danish churches.

Another shorter excursion is to *Lethraborg* (carriage 6 to 8 kr.), the seat of Count Holstein-Lethraborg, with a beautiful park and interesting stone monuments of great antiquity. The *valley of Hertha* (Herthadal) was formerly, but erroneously, thought to have been the centre of a peculiar worship of the goddess *Hertha*. The ancient *Leire*, the residence of the Danish kings, or at least the kings of Sealand in the time of the Sagas, is close by, but there is nothing now to be seen. The village of *Öm* may easily be included in the excursion either going or coming, and here a very fine *Jættestue* may be seen. The key to be had from the farmer on whose ground it is. Through a passage 22 ft. long, formed by enormous stone slabs, one enters the sepulchral chamber, 22 ft. long, 5½ to 6 ft. high, and 8 ft. wide. When opened in 1832 it was found to contain a number of skeletons and urns. Candles or magnesium wire should be brought.

A railway is open from Roeskilde viâ *Holbæk* to *Kallundborg* on the Great Belt, from which place formerly the mail packets for Jutland started. Now they start from Korsör.

Holbæk Stat. (Postgaarden H., Issefjord H.) 18 m. from Roeskilde and also situated on a branch of the Issefjord, offers in itself nothing of interest; but

Kallundborg Stat. (Thrane's Hotel) 30 m. from Holbæk, has a most remarkable *old Church* dedicated to

Our Lady; it was built in 1170 in the shape of a Greek cross, with an octagonal tower at the end of each arm, and a fifth, higher than the others, over the middle of the cross supported by strong piers inside. The latter fell down in 1827, and the church was upon the whole in a bad condition; but it has been thoroughly repaired, and the central tower rebuilt. An interesting excursion may be made to the peninsula of *Refsnæs* with numerous dolmens.

About midway between Holbæk and Kallundborg, at a village called *Faurbo*, the highroad is intersected by another running north and south. From this point a very interesting excursion may be made in either direction.

About 5 m. N. of *Faurbo* is the ancient castle of *Draxholm*, the seat of Baron Adler, formerly a Royal possession. Here *Bothwell*, first the lover, afterwards the husband of Mary Queen of Scots, spent his last years, in prison, and was buried, 1578, in the neighbouring church of *Faareveile*.

2 m. north of Dragsholm, on a narrow isthmus, is *Veirhöi*, with a magnificent view, the finest in Denmark, extending as far as 40 m. over a beautifully varied landscape of sea and land, corn-fields and woods. 5 m. south of Faurbo is *Skarridsö*, a lake surrounded by lovely woods, one of the prettiest landscapes in Sealand. From here it is only 18 m. to *Sorö*.

A visit to Roeskilde may be extended by rail to *Ringsted* and Sorö, both on the Copenhagen-Korsör line.

Ringsted Stat. (Postgaarden; Restaurant at the station) is now but a small town of 2000 Inhab., in a rather bare neighbourhood, but in the Middle Ages it was an important place, and the noble Romanesque St. Bendts *Church*, with central tower and apse at E. end, was the burial-place of the Danish kings of the Valdemarian period, and their successors, 1182–1375. The graves were opened in 1855 in the presence of Frederik VII., but most of them had been disturbed before. The monuments are likewise destroyed, only the brass slab with faces of marble behind the high altar, covering the grave of Erik Menved (1319) and his queen, remains. The church suffered much by a fire in 1806, and lost its spire, but is now being thoroughly restored; it is contemporary with the cathedral of Roeskilde, having been consecrated in 1081, but has preserved its original character better. It is one of the largest brick churches in Denmark with round arches. For admission apply to Jensen opposite the Post-Office.

Sorö Stat. (Hotel Sorö) is a comparatively modern little place of 1500 Inhab., owing its origin to a monastery of the Cistercians, which was founded in 1161, but secularised at the time of the Reformation and transformed, 1586, by Frederik II. into a public school. The great Danish writer *Ludvig Holberg*, who died childless (1754), left his large property to this institution, which is one of the richest in Denmark, having an income of about 10,000*l.* a year. The old buildings of the school were unfortunately destroyed by fire in 1813, whereby its exceedingly valuable library was lost; and a new one was built, which is situated in a fine park close to the edge of a lake, and it and the natural history collection are worth a visit. It is seen to great advantage from the railway on coming from Korsör.

But the most interesting building here is the *old Church* of the monastery, which serves as parish church. It is 220 ft. long, 68 wide, 52 high, and contains some fine painted glass; the nave has pointed arches, but the

original round arches are preserved in the aisles and the chancel, which is square. Numerous celebrated persons have been buried here, amongst whom *Bishop Absalon* (1201). His grave was opened in 1827, when the skeleton was found with a crozier at the side, holding a silver chalice in the folded hands. The oldest tombstone is, however, that of Bishop Krak (1300). *Holberg's* sarcophagus in marble, by *Wiedewelt*, stands in one of the vaults.

From Sorö pretty drives may be made in every direction; an interesting excursion is to *Bjernede*, a village 5 m. distant (carriage 1½ dollar), with a most remarkable *round Church*, built, according to the inscription which is still preserved, by Ebbe Skjalmson, of an illustrious noble family, who died in 1150. The interior diameter is only 34 ft., and of this small space a considerable part is taken up by 4 columns with bases of granite of 12 ft. circumference each and 24 ft. high, supporting the roof. A porch and a chancel were added afterwards, and the roof was probably originally conical; but enough remains of the old structure to render this one of the most interesting relics of ancient Christian architecture in Denmark. Besides this there are only 6 round churches in Denmark, of which 4 are at Bornholm. There is an old font of granite, and a remarkable reliquary. On the return journey, *Pedersborg* Church, with a carved altar-piece, date about 1500, may be visited.

The line is continued to
Slagelse and
Korsör, v. p. 44, Rte. 6.

ROUTE 12.

MÖEN, FALSTER, LOLLAND, AND THE SOUTH OF SEALAND.

In describing the route to Copenhagen *viâ* Lübeck we mentioned the cliffs of *Möen*, and this little island is in reality one of the loveliest spots in Denmark. Steamers for the southern islands touching at *Koster*, where the ferry is from Möen to Sealand, start several times a week from Copenhagen early in the morning. In Koster a carriage may be procured, or better ordered beforehand, for the whole distance, to *Liselund* (near the klint or cliff), or one may go by the open omnibus which meets the steamer to *Stege*, the principal place on the island, and take a carriage thence. Some of the steamers from Copenhagen or from S. Sealand Rly. terminus at Masnedsund go direct to

Stege (Baden's Hotel, carriages to the klint). This is a very old town of 2200 Inhab., but only an old gateway now remains from its earlier days. A couple of miles out of Stege the road to the klint passes through a village called *Kjeldbymagle* with a remarkable old altar. Farther on the road crosses a marshy track, which reaches right across the island from north to south, and which originally was an inlet from the sea, separating the eastern part of the island *Höie Möen* from the rest. The village of *Borre*, with its handsome church, was then a thriving seaport. The hills which form the cliff now present themselves. After a drive of about 9 m. from Stege *Liselund* is reached, a large farmhouse where travellers are accommodated, and from which the cliff may be visited commodiously on foot.

The hills of Höie Möen consist of

chalk with layers of flint, forming towards the sea an abrupt cliff, often presenting wild and grotesque forms. The superior beauty of this cliff over so many others of the same formation consists in its rich vegetation, the top being mostly covered by magnificent beechwoods. In the morning early it is best seen from the sea, in the afternoon the sea presents a magnificent deep blue, which contrasts strongly with white cliffs and the foliage of the forest. The cliff is private property, but it is open to the public, and the owners have done all to render it accessible by walks, railings, seats, &c. Special guide-books may be had on the spot. Geologists will find a rich harvest of fossils. The principal points are the *Taler*, the *Dronningestol*, which formerly was the highest point (403 ft.), and commanded a fine view, but in 1868 a large portion of the cliff fell down into the sea, and the *Maglevandsfaldet*, a cleft through which lies an easy descent to the sea-shore; here is also a refreshment pavilion. Farther inland excellent views may be had from two hills, the highest on the island, namely *Kongsbjerget* and *Aborrebjerget*. The forest contains several tarns of unusual depth. The whole district of Höie Möen covers but a small area, a few square miles, but it is one of the most beautiful spots in the N.

The western part of Möen is rich in dolmens and other antiquarian remains, but offers too little of interest to tempt the ordinary traveller, and the same may be said of the neighbouring islands of

Falster and *Lolland*, which are accessible by the same steamers which afford communication between Copenhagen and Möen. Lolland is accounted the most fertile and valuable part of Denmark, and is scattered over with the seats of the nobility, of which some are very handsome. The principal town in Lolland is **Maribo**, *Stat.* (steamer to *Bandholm*, thence train to the *Hotel*), with a very fine *Church*, originally part of a famous convent and monastery according to the order of the Birgittines. The cloisters, the Lady Chapel, and many other relics of the time before the Reformation, are of interest. In the neighbouring lake is "Worsaaes Öe," where a great so-called coast-find was made in 1858, The seats of *Söholt*, *Engestlofte*, *Knuthenborg*, with fine buildings and parks, are close to Maribo.

A drive of 6 miles, or by train, towards the east leads to *Saxkjöbing Stat.* (*Inn* on the Market-place), a little town of 1400 Inhab., near which is the manor of *Hardenberg*, one of the finest in Denmark, the property of Count Reventlow Hardenberg. 6 miles to the S. of Maribo is the small town of *Rödby Stat.* (*Inn* in the Östergade), on the south coast. The view is fine from the tower (120 ft.) of the *Church*, which contains a remarkable chalice of the 15th cent. Close to the town is the manor of *Christianssæde*, with some of the finest oak forests in Denmark.

Maribo is the centre of the railway system of Lolland, and from it lines branch off W. to Nakskov, S. to Rödby, N. to Bandholm, and E. to Saxkjöbing and Nykjöbing.

The return from Möen to Copenhagen may be effected through the southern part of Sealand, namely from Koster (see above) to Kallehave, on the coast of Sealand by ferry, and thence by carriage (to be had in the ferry-house) to *Præstö* and thence to *Kjöge*, or to *Vordingborg*, the southern terminus of the South Sealand Railway.

The highroad from Kallehave *viâ* Præstö and Kjöge to Taastrup station on the railway from Roeskilde to Copenhagen is a very fatiguing day's journey, involving more than 50 m. drive.

Præstö (*Inn:* Petersens, H. Danmark; omnibus twice daily to

Lundby Rly. Stat.) is a small town of no interest, but close outside is the manor of *Nysö*, the seat of Baron Stampe, with beautiful gardens. The principal part of the building was erected in 1672. Thorvaldsen used to spend his last summers here, and the apartments which he occupied, as well as his atelier, are still preserved unaltered and are shown to travellers.

Travellers coming from Lolland cross the Sound *Guldborgsund*, which divides this island from Falster, either at *Guldborg* (*Inn*) or at *Nykjöbing* (*Inn*), and proceed by rail to *Orehoved*, from which a steamer keeps up a regular communication with *Masnedsund*, the next station to which is

Vordingborg (Redlefsens Hotel; Hotel Valdemar), a very old town of 2000 Inhab., dating from the 12th century. It was at a great Danehof or national assembly held here that King Valdemar II., in 1241, published the "*Jydske Lov*," the oldest Danish statute law. King Valdemar I. built a fortified castle, and Danish kings often resided here before Copenhagen was made a permanent residence. Of the old castle only a part of the walls, and a solitary tower 79 ft. called *the Goosetower*, because a golden goose did duty as a weathercock, remain now. The key can be had in the town next door to the chemist's shop. The view is exceedingly pretty. The slopes round the ruin abound in sweetbriars, here called roses of King Valdemar.

The South Sealand Railway takes a more westerly course than the road, and passes the town of

Næstved, 16 m. from Vordingborg (Hotel Viinhuset Dania). The 2 churches contain some old carving, and near St. Morten's Church is a very interesting old timber house with carved figures, &c., a kind of which there are now but very few specimens in Denmark. The old *town-hall*, now used for other purposes, is not without interest. About 1 m. distant is

Herlufsholm, a public school, founded by *Herluf Trolle* in 1590, and the only one in Denmark at all comparable to the old public schools of England. It was originally a monastery established in this place in 1261; at the time of the Reformation it was confiscated by the Crown, but afterwards ceded to *Herluf Trolle* in exchange for Hillerödsholm, where *Frederiksborg* was afterwards built. Herluf Trolle was childless, and fell as an admiral of the fleet in a battle against the Swedes, but had previously destined the whole property to the foundation of a new school, and his widow *Birgitte Gjö* faithfully carried out his intentions. The buildings, church, &c., are shown by the servants. The church has lofty pointed arches, there is a good carved pulpit and altar. The sarcophagi of Herluf Trolle and his wife, in black marble with alabaster ornaments, are very handsome, and close to them is a beautiful altar with their figures in alabaster.

About 5 m. south of Næstved is the castle of *Gaunö*, the seat of Baron Reedtz Thott, a very extensive old building, originally a convent. The castle contains a very large collection of pictures, of which the historical portraits form the most interesting part. The castle of *Holsteinborg* and the manors of *Basnæs* and *Borreby*, with beautiful parks, and particularly the latter, with very interesting buildings, may also be conveniently visited from Næstved, as they are close to the high road between Næstved and *Skjelskjör* (*Inn*), a small town of 1700 Inhab. on the S.W. coast of Sealand, which may serve as a resting-point. From Skjelskjör to *Slagelse* Stat. on the West Sealand Railway is only 10 m.

Another pretty drive of about 16 m. brings the traveller from Næstved to *Sorö* on the West Sealand Railway (see above), past *Herlufsholm* (mentioned above), and *Næsbyholm*, an old manor-house in a very fine situation surrounded by woods and lakes.

But the shortest and quickest way of returning to Copenhagen is by the railway to Kjöge, and thence by Roeskilde.

The traveller who may like to explore the south-east of Sealand may do so most conveniently by stopping a couple of days at the *Inn* at **Haslev** *Stat.* or at *Rönnede*, an old and very good Inn about 18 m. from Vordingborg, and reached by omnibus twice daily from Haslev. From here the following points may easily be visited, being all within a few miles distance: *Bregentved*, the seat of Count Moltke, with a beautiful park (open to the public) and the best hothouses in Denmark; *Gisselfeld*, built in 1547, formerly the seat of the families of Oxe, Lykke, and others, now a convent for noble ladies, and fine gardens; *Overdrevsbakken*, the highest point in Sealand (390 ft.), with a magnificent panorama from the top. *Nysö* (see above), near Præstö, may also be visited from Rönnede, though rather out of the way.

From Rönnede or Haslev a very good excursion, occupying 2 days, may be made through *Stevnsherred*. A glance on the map will show that a line from *Præstö* to Kjöge forms the basis of a peninsula, which is known as *Stevnsherred*, and is reckoned the most fertile and richest part of Sealand. The limestone rock which underlies the whole of Denmark here comes to light in two places, partly in a cliff on the eastern shore called **Stevns Klint,** which we mentioned above in describing the route to Copenhagen *viâ* Lübeck, and partly in the hill of *Faxö*, an ancient coral reef full of remarkable fossils. This is only 3 m. distant from Rönnede, about 7 m. from Haslev. The chalk is very extensively quarried, and a short line of railway brings it to a little harbour about 3 m. distant, where a new town, *Faxe Strand Stat.* (good *Inn*), is rapidly rising into existence. About 5 m. further to the east is the so-called convent of *Vemmetofte*, a Gothic mansion built 1735, with an extensive estate adjoining, now forming an institution for unmarried ladies of the nobility, of the same kind as Gisselfeld. The park is open to the public.

From Vemmetofte an additional 10 m. brings us to *Store Heddinge Stat.* (good *Inn*) with a very remarkable *old Church*, originally octagonal, now a good deal altered. Geologists will not fail to visit the above-mentioned cliff, Stevns *Klint*, which is only a couple of miles distant, and where the succession of the strata composing the Cretaceous formation in Denmark is easily and well observed. From Store Heddinge the journey should be continued to *Kjöge*, by way of

Gjorslev, one of the oldest noble mansions now existing in Denmark, built about 1400, of very peculiar exterior, and with many very interesting details. The vaulted halls have a height of about 24 ft., and the entrance-hall, with a single central pillar, is very striking. The library contains, amongst other treasures, a very extensive collection of maps. The garden, which is open to the public, is very extensive (80 acres). Nearer Kjöge, about 5 m. to the south of that town, is *Vallö Castle*, now like Gisselfeld and Vemmetofte, an institution for unmarried daughters of the nobility, but originally an ancient manor. The principal part of the building was built in 1581 by Mette Rosenkrands, and is amongst the finest in Denmark. The institution is very rich, and its estates comprise thousands of acres. The inte-

rior can be seen on application to the gatekeeper, or in the office of the estate near the inn. The garden and park are always open to visitors.

Kjöge Stat. (*Inn:* Prindsen) is an old but insignificant place; the church dates from 1326. In the 17th century a manufacture of tapestry was established here, and several of the productions of this establishment are still in existence, but it soon languished and ceased altogether. The Baltic here forms a large and deep bay: *Kjögebugt*, where two famous naval battles have been fought; in one, 1st of July, 1677, Admiral Niels Juel defeated the Swedish fleet; the other, which took place on the 4th of October, 1710, also between the Danes and Swedes, is chiefly remembered on account of the heroism of *Iver Hvidtfelt*, commander of the Danish line-of-battle ship *Dannebrog;* the ship caught fire, but for fear of setting fire to other Danish ships or causing confusion in the fleet, the commander refused to seek assistance, and preferred to run the risk of being blown up. This eventually took place, and he and his crew, about 700 men, perished. Near Kjöge a skirmish took place in 1307 between an English *corps d'armée* and the militia of the neighbouring part of Sealand, in which the latter was dispersed.

The country between Kjöge, Roeskilde, and Copenhagen is very flat and uninteresting, and forms a strong contrast to the wooded and varied landscapes of the South of Sealand.

ROUTE 13.

ISLAND OF BORNHOLM.

Although this little island scarcely offers enough to attract the ordinary traveller, it possesses so many remarkable relics of bygone times, that a visit richly repays those who take an interest in antiquities; and as there is a *steamer* every evening from Copenhagen during eight months of the year (March 1st to Oct. 31st), a few days may easily be devoted to it. The geological nature of the island is entirely different from the rest of Denmark; the original rock is here laid bare in the whole of the northern and eastern part, and although the height over the sea is only a few hundred feet, yet the forms of the rocks are exceedingly picturesque. The southern and western part exhibit on a very confined space a perfect map of succeeding Silurian, Triassic and Jurassic formations up to the Chalk. (M. Jespersen of Rönne has published a small geological guide to Bornholm in Danish.) Instead of smiling lakes surrounded by extensive woods, which form the beauty of other parts of Denmark, we have here wild rocky coasts washed by the sea, &c. Numerous Runic stones, monuments consisting of large boulders, and ancient camps, bear witness to its pre-historic population, whilst the remarkable *circular churches*, which at the same time have served as fortified towers, carry us back to the planting of Christianity here in the 11th century, and the mighty ruins of *Hammershuus* testify to the power of the church, in whose hands the island was for a long time before the Reformation.

Note that the island has the shape of a rhombus, at the N.W. angle of which we find *Sandvig, Allinge*, and

the *Hammershuus ruin;* at the S.W. angle *Rönne*, and at the N.E. *Svanike; Gudhjem* in the centre of the W. coast, nearly midway between Allinge and Svanike; *Hasle* in the centre of the W. coast, nearly midway between the Hammershuus and Rönne; *Nexö* in the centre of the E. coast; *Almindingen Wood*, *Lilleborg*, and *Aakirkeby*, a little to the S. of the centre of the island.

The steamer leaves Copenhagen in the evening, and arrives at *Rönne* the next morning (fare, 8 kr. 50 ö.), or if it touches at the port of Ystad in Skaane, 2 hours later. *Rönne* (*Inns:* Dams and Hotel Rönne), is the principal town of the island, with 6000 Inhab., but offers nothing of interest itself. The principal excursion is to

Almindingen, a wood which occupies the highest part of the island, 8 m. from Rönne. About a mile from Rönne to the l. is a seam of Kaolin earth, from which the china manufactories in Copenhagen get their supply. 3 m. from Rönne is a cross road leading to

Nykirke, about 2 m. distant l. This is one of the 4 circular *Churches* in Bornholm, and probably the oldest. It consists of three parts, the rotunda, the chancel with an apse, and the porch, which is of much later date. The former consists of an annular space covered by a barrel vault, supported by a very thick central pier and the circular outer wall. In this wall is a staircase leading to the loft above, and, as it is continued higher up, there has probably been a third story with a timber floor. An inscription on an old door fixes the date of this church at 1287, but it is supposed to be older. Returning to the road from Rönne to Almindingen, and continuing the latter straight on into the wood, the best plan is to turn to the rt. in order to reach the top of

Rytterknægten, the highest point on the island, on which a square tower of granite, 40 ft. in height, was erected in 1856, in commemoration of King Frederik VII.'s visit in 1851. From the platform the entire island is surveyed, forming a magnificent panorama. After having enjoyed this, one should return a little way by the same road in order to take a path to the rt. leading to the interesting ruins of

Lilleborg, which is supposed to have been destroyed about the middle of the 13th century. The island belonged partly to the Crown, partly to the Archbishop of Lund, and for a long time its possession was contested by force of arms; Lilleborg is supposed to have been a sort of detached fort belonging to *Gammelborg*, which is ½ m. distant, and is of far greater extent, the dimensions of the latter being 840 ft. by 140. This is supposed to have been the Royal stronghold, which was taken and destroyed by the brothers of Bishop Erlandsen in 1260. There are no remains of buildings, but considerable fragments of the walls. Almindingen is intersected in all directions by pretty walks; for instance, to the *Rokkesteen*, a huge rocking-stone of 200 tons weight, poised on a point so that it can easily be made to oscillate. A whole day may be spent here very pleasantly, but if time is short it is advisable to start early from Rönne for Almindingen without stopping to see Nykirke, and one may then on the same day in the afternoon visit *Aakirkeby*, which is only 3 m. from Rytterknægten, and return in the evening to Rönne 9 m.

Aakirkeby (Petersen's *Inn*) is remarkable for its ancient and very peculiar *Church*, which about the year 1150 was brought into its present shape. The nave was divided into two by a row of pillars and arches, supporting another arcade, which again supports a free wall reaching to the roof. There is a small baptistery with an exceedingly remark-

able *font* of granite, with bassi-relievi representing scenes from the life of our Lord, and with explanatory inscriptions in Runes and in the ancient Scandinavian dialect. It has a large square tower in 4 stories, like some of the very earliest towers in England, and undoubtedly calculated for defence. The whole is built of roughly cut blocks of black marble —of course whitewashed. In the porch are two Runic stones.

The road from Aakirkeby to Rönne offers nothing of interest; but about half-way, rt., is *Nylarsker*, a circular church like *Nykirke* but larger, and with 3 stories, of which the second has a vaulted roof like the church itself, and an altar niche. The third story has only a wooden roof, but double outer walls with openings, evidently to facilitate a defence. The material is granite.

A second excursion, which occupies 2 or 3 days, includes all the principal objects of interest in the island, namely to Hammershuus and back by way of Gudhjem and Öster Larsker. Two days more would complete the round of the island, but geologists or achæologists would probably find themselves tempted to stay longer at more than one point.

The road from Rönne to Hammershuus runs in a northerly direction through a pine wood, which has been planted in order to keep down drifting sands, and leaves to the left the coal-mines of Sorthat and Hasle, which are of importance for the island itself, though the coals (of the Jurassic formation) are of inferior value to the English as fuel. About 5½ m. N. of Rönne there is to the l., near a bridge, a very fine and large *Runic stone*. The little town of

Hasle (Hartz's *Inn*), 7 m. from Rönne, offers nothing remarkable except a fine carved and gilt altar, from the 15th century, in the church. 2 m. farther is *Ruth's kirke*, an old church of granite on a high hill, the first point on Bornholm that is seen on approaching it from the W. From here 2 roads may be followed—either the ordinary carriage road by Olsker to Allinge and thence to Hammershus, or a nearer but rather bad road across the fields and a common called *Slotslyngen*. We prefer the latter; and about a mile from Ruthsker (the local abbreviation for Ruthskirke), where the road divides, we take that of the left hand towards the sea in order to inspect a very picturesque spot called

Jons Kapel, consisting of perpendicular rocks, natural caves, and huge blocks thrown down in wild disorder, over which the waves of the sea are breaking. The name is derived from a legend, to the effect that a certain missionary of the name of Jon preached there to the heathen natives from a natural prominence of the rock called *Jons pulpit;* wild roses, alder, and ivy grow luxuriantly in the openings of the rocks. The return must be by the same way, in order to resume the journey to Hammershuus inside the *Ringebakker*, a fell about a mile long, falling down precipitously to the sea. The ruins soon become visible to the left, near the northern promontory of the island "Hammeren," where a lighthouse is erected.

The ruins of **Hammershuus**, 14 or 15 m. from Rönne, are not only the finest in Denmark but are quite equal in extent and beauty to many of the finest mediæval remains in other countries. The *Castle* was built on an isolated rock, in the middle of the 13th century, by Archbishop Erlandsen of Lund, and, in the subsequent feuds between him and his successors and the Danish kings, it was frequently taken and retaken by both parties, but remained at last in the hands of the Bishops for a couple of centuries, till the beginning of the 16th century, when King Christian II. once more took possession of it; in a subsequent war between Denmark and the Hanseatic League, the forces of the latter

conquered the castle and the island in 1522, and retained it for 54 years. In 1658 Bornholm was ceded to Sweden with the other Danish provinces E. of the Sound, but the inhabitants killed the Swedish garrison and returned to their old allegiance. Since then Hammershuus has been left to decay, and it was only in 1822 that a Royal decree was issued, ordering the preservation of the Ruins. The principal relic of these is a huge square tower 6 stories high, a lower circular tower, the so-called "Mandeltaarn," and the walls of the church, &c. The outer walls of the fortress have been 30 ft. high and are built of granite. The view over the sea is very beautiful, and at the foot of the rocks there are 2 fine caves, of which one, "den vaade Ovn," is only accessible in boats.

Through a little place called *Sandvig* the road leads to *Allinge* (Hammershuus H., Skandia H.). The town of 800 Inhab. has nothing to detain travellers, and next morning the journey may be resumed southwards with a view of exploring *Rö Sogn*, the prettiest district on the island. About 2½ m. S. of Allinge is

Olskirke, the third of the circular churches, similar to that of *Nylarsker* above described. 2 m. further on, near a farm called *Dyndalegaard*, a foot-path leads to "Amtmandsstenen" with a fine view, and through the valley of Dyndal to the shore, and along this to *Helligdommen*, a very picturesque spot, with wild rocks, caves, &c. In fine weather the carriage might be sent on to Dyndalegaard, and the distance from Allinge to Helligdommen be performed in a boat, affording a fine view of the coast.

Gudhjem (Koch's *Inn*), 11½ m. by road from Allinge, is a small fishing-village, in appearance not unlike one of the smaller Norwegian towns, from which a boat may be hired for an excursion to *Christiansö* (post boat from Svaneke twice a week), a picturesque little group of rocks about 14 m. off, formerly fortified, but now only serving the purpose of a harbour of refuge. Starting early from Allinge, one may dine at the very modest inn of Gudhjem, and in the afternoon return to Rönne, if time does not permit a long stay. In any case, whether returning to Rönne or continuing the circuit of the island, the road passes by

Österlars kirke, the largest and finest *Circular Church* of Bornholm. Here the central part of the edifice is not formed by a round pier, but by a circular arcade of 6 semicircular arches resting on short massive pillars, and supporting an inner cupola; the second story is like the lower story, only square openings replace the 6 arches in the middle. The third story has double walls, like those in Olsker and Nylarsker, but in this latter and in Österlarsker they are not supposed to be original; it is thought that the circular roof rested on the vault of the second story, and that the central cylinder, to which here only a door leads, showed itself as a sort of central spire. The chancel has rounded side walls and an apse.

If the tour is extended to *Svanike* (Carlsen's Hotel) on the E. coast of the island 11 m. from Gudhjem, a visit should be paid to *Randklöveskaaret*—a wild rocky spot on the coast just E. of *Österlarsker* and in the neighbourhood of Svanike—*Louiselund*, and *Frændemark*, both with numerous fine memorial stones without inscriptions.

5½ m. S. of Svanike is *Nexö*, and on the road thither a visit should be paid to *Paradisbakkeme*, with an old fortress called *Gamleborg*, like the one in Almindingen but much older. Remains of the walls are extant, but there is no vestige of cement or lime having been used in their construction. Another similar place is found at *Rispebjerget*, an isolated hill 5 m.

from Nexö and rather out of the way. From Nexö to Rönne the distance is 18 m. by way of *Aakirkeby*, which we have mentioned above.

ROUTE 14.

FYEN.

Fyen (on German maps erroneously named Funen), which is separated from Sealand by the Great Belt and from Schleswig by the Little Belt, is one of the most fertile and best cultivated parts of Denmark, but it agrees in its natural properties and general aspect so nearly with Sealand, that the ordinary traveller who has seen the finest districts of that island, would scarcely find it worth while to spend time on excursions in Fÿen.

Odense *Stat.*, the capital of the island, is now the second town in Denmark, and has been described in Rte. 6, p. 42 *et seq.*, as well as *Nÿborg* and the line from this place through Odense to *Strib* and *Middlefart*, and we shall therefore here confine ourselves to a very few and short indications. The finest part of Fÿen is the southern, and a round from Nÿborg to Svendborg, thence through Faaborg to Assens, and thence to Aarup Station on the railway between Middlefart and Odense, offers a succession of pretty landscapes as attractive as any in Denmark.

The route should be from Nÿborg to *Svendborg* (21 m.). There are two roads, the more preferable is through Örbæk, close to the manor of *Örbæklund*, with a fine house erected in 1593.

Kongshöi Hammerværk, prettily situated in a deep valley, where a little river affords the necessary water-power for the mills.

Glorup, the seat of Count Moltke-Glorup, with a beautiful garden covering 120 acres, fine hot-houses, &c.

Hesselagergaard, built in 1538 (near this is the *Damenstein*, the largest boulder in Denmark, 40 ft. high above ground, 166 ft. in circumference), past *Broholm*, with 3 pretty spires (near which is the new landing-place *Lundeborg*, with *Inn*, baths, &c.), through *Skaarup* to Svendborg. Or the train may be taken from Odense, viâ *Ringe*, where there is a junction for *Faaborg*.

Svendborg Stat. (Vandall's Hotel: Hotel Svendborg), a rising town with 6600 Inhab., has been described already in Rte. 6, together with the adjoining island of *Taasinge*. The road from Svendborg to *Faaborg*, 16 m., leads past *Hvidkilde* and *Holsteenhuus*, with fine parks open to visitors; just beyond the latter a road turns to the right leading to *Kongshöi*, a hill with a beautiful view.

Faaborg Stat., Pop. 3800 (Rasmussen's Hotel), on the Little Belt, has a *Church* built in the 15th century, with 20 *finely-carved stalls* in the choir, a beautifully *carved altar* of 1511, &c. The altar now used has a fine picture by *Marstrand* "Christ at Emmaus." 3 m. from Faaborg is the manor-house of Hvedholm, built 1590, and in the village of *Horne* close by, an exceedingly interesting *Church*, originally circular, now enlarged by the addition of a chancel and a Gothic tower.

Opposite Faaborg is the island of *Lyö*, where Valdemar II. was captured and carried away by Count Henrik of Schwerin in 1223. From Faaborg, Odense may be reached

either by train by way of *Querndrup* and *Ringe*, past the interesting old seats of *Brahetrolleborg* and *Egeskov* (about 26 m.), or by the direct postal road (22 m.), which, however, is very uninteresting; or by the way of

Assens, on the Little Belt (Hotel Phönix), and *Aarup* or *Breed* Station on the line between Middlefart and Odense (34 m. besides the railway journey). There is a good view from the cemetery at Assens, and it contains two fine monuments to the soldiers who fell in 1848 and 1864, and excursions may be made to the woods of *Fredriksgave* and the church of *Dreslette* with a fine view. The latter points may be visited on the journey from Faaborg to Assens, and next day an excursion may be made to *Vissenbjerg* with a very fine view, about 3 m. N. of Breed Station, to which the traveller must then return.

A glance at the map will show that the lines of railway radiate from Odense as a centre; N.W. to Bogense; W. to Middlefart, *en route* for Jutland (Rte. 6); S. to Faaborg and Svendborg; and E. to Nyborg *en route* for Korsör and Copenhagen (Rte. 6). Steamers run from various ports of Fÿen to Copenhagen and other parts of Denmark.

ROUTE 15.

EAST JUTLAND.

Jutland, or Northjutland as it is generally called in contradistinction to Schleswig, the ancient Southjutland, is the largest of the present provinces of the Danish kingdom, and of more varied nature than any other. Almost all the towns are situated close to the sea, or on inlets from the sea, and as those on the E. coast are mostly in direct communication with Copenhagen or Korsör by steamer, it would be impossible to point out any route par excellence from Copenhagen to Jutland. We shall therefore simply give an account of the most remarkable objects and places, following the E. coast from S. to N. returning by the W. coast (Rte. 16), as the interior almost entirely consists of extensive, thinly populated heaths, offering no inducement to the traveller.

By reference to the map it will be seen that the railway which enters Jutland at *Vandrup* trends somewhat to the E., passing through *Kolding* and *Fredericia* (the nearest point to Fÿen, and the direct route from Jutland to Copenhagen). Thence the line returns in a N.W. direction to *Veile*, rounds the fjord, and passes through *Horsens* to

Skanderborg. Here a branch line leads through *Lauen* to *Silkeborg*, and connects the E. Jutland line with the W., passing by way of *Herning* to *Tarm*. The main E. line proceeds N. from Skanderborg to *Aarhuus* and *Randers*, whence branches line E. to *Greenaa*, and W. to *Viborg*, *Skine*, and *Struer* (Rte. 16). From Randers the line proceeding N. passes through *Höbro*, *Skjorping*, *Aarborg*, *Nörre-Lundby*, and *Hjörring* to *Frederikshavn*.

The 2 southernmost towns in Jutland, *Kolding* and *Fredericia*, have already been sufficiently noticed in Rte. 6.

From Fredericia we follow the Eastjutland Railway, and the first town is *Veile*, at the head of Veilefjord. The last part of the line before reaching Veile runs parallel

with the fjord, and the view across it to the manor of *Tirsbæk* and the woods on the N. coast is very pretty.

Veile Stat. (Brandt's Hotel; Hotel Royal) is a rising town of nearly 7000 Inhab. at the outlet of a little river, and is chiefly noted for its charming neighbourhood. In every direction there are beautiful walks, and the traveller need only go outside the N. end of the town and follow any road or path. A beautiful walk of 4 or 5 m. is along the northern shore to *Tirsbæk*, with a beautiful park and very interesting old buildings; from the hills, under which the path runs, fine views to the fjord as far as Fyen. Boats can always be obtained in the harbour for a sail or excursion to *Tirsbæk*.

A pleasant drive is through *Greisdal*, a beautifully-wooded valley, which may easily be visited on foot from Veile, by *Greismills*, and *Leerbæk* to **Jellinge** (*Inn*), a village in which stands two mighty barrows, almost overtopping the little church, the burial-places of *Gorm* the first King of United Denmark and his queen *Thyra Danebod*, and the last Danish king and queen buried according to the rites of paganism, about the year 940. The burial-chamber of Thyra's barrow is of heavy oak timber and is now rendered accessible. The key is kept in a neighbouring house. The few objects found here when the barrow was opened 1861 are preserved in the Museum of Antiquities in Copenhagen. In the churchyard are two Runic stones, the smaller one erected by King Gorm in memory of Queen Thyra; the larger one erected by their son King Harald Blaatand in memory of his parents. This latter is very handsome, with figures in basso-relievo; on the one side a crucified figure, on the other a dragon, round which a serpent coils itself.

From Jellinge the roads turns to the S. past *Faarup Lake*, through a country abounding in barrows to *Engelholm*, a handsome old manor-house built in 1592 by Knud Brahe, brother of the famous astronomer Tycho Brahe. Through a fine little beech-wood adjoining the garden a road leads to *Engelsholms Clothmill* in a deep valley, where it is not observed till one reaches the edge of the plateau. The mill is worked by a small river which rises in the lake of Engelsholm, and after a very rapid course joins the *Veileaa*. On the other side are seen the commencement of *Randbölhede*, one of the most desolate tracts of the Jutland heath, and also some pine-plantations, intended to serve as nuclei for future forests to utilise the now useless heath. Not far from here are hills of now stationary drifting sand. The whole desolate neighbourhood to the W. of the river shows clear vestiges of having once been populous and cultivated. For the return journey the shortest route is by *Bresten*, a village with a good roadside Inn, and the highroad to Veile about 7 m., past *Haraldskjær*, a very old, now modernised, manor-house, supposed to derive its name from Harald Blaatand. If, however, it is not too late in the day, a pretty round may be made by way of *Kjelkjær* farm and *Kobbervæket* (paper-mill), joining the ordinary road at Haraldskjær. It is a long and somewhat fatiguing excursion occupying the whole day, but it gives an admirable idea of the character of the Cimbrian peninsula (carriage 16 kr.).

Horsens Stat. (Jörgensen's Hotel; H. Skandinavien; Søele's Hotel), 19 m. N. of Veile, is the next town to which the railway leads. This well-built town of 14,000 Inhab. is also situated at the head of an inlet from the sea, but, though the neighbourhood is pretty, it cannot compare with Veile in this respect. There are a few old houses with carved timber, and *Vor Frelser's Kirke* has some interesting architectural

details, and a beautifully *carved pulpit*, which reminds us of the character of the work of the altar in Schleswig Cathedral, and originally belonged to the *Greyfriars' Church*, nearer the harbour, one of the only 2 churches built by this Order which still exist in Denmark, now disused for service and in a bad state of repair, but containing tombs of Lichtenberg and Brunswick-Lüneburg princes. A short distance from the town is the *provincial prison* of Jutland, a very large and well-arranged establishment. Excursions may be made to *Boller* (3 m.), one of the most ancient manors in Denmark (the most modern part dates from 1588), near the southern coast of the fjord, and to the woods of *Steensballe* (3 m.) on the northern shore with beautiful views.

Skanderborg (Phœnix, a very modest *Inn*, and Scandinavia), 1700 Inhab., 18 m. north of Horsens, takes its name from an ancient castle which stood here till 1767, when it was demolished, with the exception of one tower and the *Chapel*, now the parish church. It had been the scene of many important historical events, and often served as a residence. Near the church is a monument to Frederik VI., a marble bust erected 1845 on a pedestal of granite, ornamented with bassi-relievi, representing Justice, Liberty, Enlightenment, and the Institution of the Provincial Estates, established in 1834 by Frederik VI., which formed the beginning of the present free constitution of Denmark. Close by is the village of *Skandrup*, with a very peculiar church tower. The church was entirely gutted by the German troops in 1849, but is now very tastefully restored. About 4 m. to the N.W. of Skanderborg was formerly the monastery of *Veng*, of the buildings of which a very interesting *Church* remains.

From Skanderborg a branch rly. (17 m.) leads to *Silkeborg*, in the centre of Jutland, and in a neighbourhood exceptionally rich in forests and lakes. The line passes the church of *Dover*, with a similar tower to that in Skandrup, and leaving the string of lakes to the l. offers several fine views of the country.

Silkeborg (*Inns:* Silkeborg and Dania) was originally only a manor belonging to the bishops of Aarhuus, and the derivation of the name is, according to legend, the following. One Bishop Peter was sailing on the lake, and considering which would be the best place for a manor-house, when the wind caught hold of his silk cap and carried it into the sea. The prelate vowed that the manor-house should be built wherever the cap should be thrown upon the shore, and because it was a silken cap the house was called Silkeborg. The estate came to the crown at the Reformation, but the kings rarely come here, and the so-called "Slot" or palace is a very insignificant building. In 1845, a large paper-mill was established here, and since then a town has arisen, which has already 3000 Inhab.

Silkeborg is situated in the valley of *Guden-aa*, the largest river in Denmark, which here expands into a series of lakes, surrounded by dense beech-woods or steep hills overgrown with heath.

The principal excursion is to *Himmelbjerget*, 550 ft. (Hotel and Restaurant), on the S. shore of *Iuul Sö*, about 10 m. drive (carriage 8 kroners), and 3 m. from *Rly.* stat. The view is very extensive and varied, and particularly in the afternoon or evening very characteristic. Another point of great beauty is *Tindbjerg*. To lovers of wood and lake scenery this whole neighbourhood is an inexhaustible source of delight; those who are able to spare but a day can manage to see the best points, by driving in the morning to *Nörreskov*, the wood east of Silkeborg, which

is traversed by the rly.; the best views are from "*Ulvehovedet*" and *Louisehöi*, thence through *Vesterskov*, which is south of Silkeborg, about one mile off; the best points are *Frederikekhöi* and *Frederik VII.'s Höi* (5 m. walk from Silkeborg), to *Himmelbjerget*, and thence home through the woods, or by *steamer* plying on the lakes in summer, to Silkeborg, or by *rly.* to Skanderborg.

Aarhuus Stat. (Hotel Royal, Skandinavien), 13 m. north of Skanderborg, a thriving town of 24,000 Inhab., is one of the oldest in the kingdom, and as early as 948 it became the seat of a bishop.

The *Cathedral* is the longest church in Denmark (296 ft.), commenced in 1201, by Bishop Peter Vagnsen of the famous house of Hvide, who died in 1204, and is buried under the altar; but much altered in the course of time. The spire, 340 ft. high, which formerly surmounted the colossal tower, was destroyed several times, last in 1772, restored in 1881; the two small towers, too, had originally tall spires. By judicious restoration most of the tasteless mutilations of later times are removed, and the original beauties of the building are brought to light again. The choir is particularly light and elegant. The altar bears the date of 1479, and displays beautiful carving on a gold ground. As in many Danish churches, a ship is suspended in the centre of the cross; this particular one is a model which Peter the Great had bought in Holland, but which never reached its destination, the vessel which had it on board being wrecked on the coast of Jutland. The numerous chapels are chiefly used as family sepulchres, and a great many persons known in Danish history repose here.

Vor Frue Kirke, originally the chapel of a Dominican monastery, is still preserved to a great extent, and is used as an *hospital;* it is very well worth a visit. The date of the building is 1280.

The *Lunatic Asylum* N. of the town is also noteworthy.

In the town are several old houses with carved timber framework.

The immediate neighbourhood is pretty, and *Riiskov* to the north, *Marselisborg*, and other woods along the coast to the south, afford charming excursions, though principally for pedestrians, as the latter woods are private property, and not open to carriages except on Sundays and Feast days. A longer excursion is to *Frijsenborg*, the seat and park of Count Frijs-Frijsenborg, once Prime Minister, and the largest landed proprietor in Denmark. The distance by road is about 15 m.; a carriage costs 12 kroners; but from the Hinnerup station it is only a walk of 6 m. The house is modern Elizabethan, and very handsome.

Between Aarhuus and the next town, *Randers*, the rly. as well as the highroad cuts across the base of a peninsula formed by the sea and the fjord of Randers, which contains some of the prettiest scenery in Jutland. The direct distance is by road 21 m.; by rly., on account of the windings of the valley in which it is built, nearly 36 m. Those who wish to explore Jutland will prefer to spend a couple of days on a drive through this peninsula, sleeping at *Grenaa*, or better, three days, sleeping at *Ebeltoft* and *Grenaa*.

For the first 10 m. the road offers nothing remarkable. After passing the village of *Skjöldstrup* it divides. One branch, which we will first mention, takes an easterly direction, and soon reaches the sea. After a couple of miles' drive along the shore a side road turns sharply to the left inland, which leads to

Thorsager, which is about 4 m. out of the way. It possesses the finest and best preserved *Circular Church* in Denmark, built on an isolated hill, which, in all pro-

bability, was a principal place of worship for the Scandinavian deity *Thor*. This church was built about the year 1200, by Bishop Peder Vagnsen of Aarhuus, who also commenced the building of the cathedral at Aarhuus. The round arch is exclusively used, and the brickwork is unusually well finished.

The other branch of the road from Aarhuus, leads from *Skjöldstrup* to the north past the church of *Hornslet*, having a fine altar of alabaster and carved oak, to the manor-house of *Rosenholm*, the seat of the family of Rosenkrands, 6 m. from Aarhuus. The house was built in 1569. Here a side road leads eastward to Thorsager, about 5 m. through the village of *Mörke*, with a very old church having curious sculptured stones. In any case the journey is continued from Thorsager by another and better road, which joins the high-road from Aarhuus at *Kalö Ladegaard*, originally the farmstead of *Kalö Castle*, of which the ruins situated on an island in *Kalö Vig*, a bay of the Kattegat, form the next object of our attention. It is necessary to drive about a mile towards Aarhuus to a tolerable good roadside inn, called *Rönde Kro*, whence a side road leads southwards to the Ruin. Here was originally a monastery, but in 1313 a fortified castle was built by King Erik Menved, which remained till 1672, when it was demolished in order to furnish materials for Charlottenborg Palace, in Copenhagen. Amongst notable state prisoners who have been incarcerated here, we may mention Gustavus Vasa, who was brought hither in 1518, but escaped, and after having placed himself at the head of the discontented Swedes, accomplished the final disruption of the three Scandinavian kingdoms, and founded a new dynasty in Sweden. A massive square tower and part of the outer wall remain. The view over the sea is fine. We return to *Rönde Kro* and Kalö Ladegaard, where two main roads lead eastward, of which the more northerly road leads to *Greenaa*, past the ancient churches of *Nödager* and *Lyngby*, with very interesting Norman details, in the first a fine altar painting from 1647; and following the lake of *Kolind Sund*, originally a fjord, but long since converted into a lake by the formation of extensive meadows at its mouth.

The more southerly of the two roads leads from Kalö Ladegaard to *Ebeltoft*, past the ancient manor of *Möllerup* and the pretty old church of *Feldballe*, from whence a road leads to *Tirstrup*, quite 4 m. out of the direct way, but worthy of a visit by lovers of ancient art, on account of the church, which is not only interesting in itself, but has a very fine carved altar, and a very remarkable sculptured stone pulpit, which must have been brought from abroad.

Ebeltoft is an insignificant little town (Schlavitz Hotel) of 1300 Inhab., and the immediate neighbourhood is uninteresting, but the road from here to Greenaa leads through very pretty country. Half an hour's walk from the town is a wood called "*Skoven*" (Restaurant), with a good view of the peninsula of *Mols*, whose inhabitants are celebrated in Danish popular tales on account of their supposed unconscionable naïveté, not to say stupidity, of which there are scores of ludicrous anecdotes. The southern extremity of Mols is formed by *Helgenæs*, which is only connected with the mainland by a narrow isthmus; in ancient times the latter was defended by a wall of which vestiges remain, and it was also fortified during the late wars between Denmark and Germany. It was from here that General Rye, in 1849, after having been obliged to retire before the far more numerous German army, took ship with his whole corps d'armée, and suddenly appearing

before Fredericia, far in the rear of the enemy, won the battle of Fredericia. The sea is very deep quite close to the coast of Helgenæs.

Helgenæs is said to have belonged to *Marsk Stig*, who murdered King Erik Glipping in 1286, and whose adherents afterwards caused much trouble and civil war. He is supposed to have raised the above-mentioned fortification across the isthmus, and on the island *Hjelm* in the Kattegat, not far off, he is said to have had a castle, but of this no traces are found. The deed of Marsk Stig, and the events connected with it, form the theme of a whole cycle of ancient ballads.

The highroad between Ebeltoft and *Grenaa* (18 m.) is not particularly interesting, but there is a road between that and the shore which leads to some of the prettiest scenery in Jutland, namely, by the manors of *Rugaard* and *Katholm*, both with very interesting old buildings from the latter half of the 16th century. Or we may go by train from either Aarhuus or Randers.

Grenaa Stat. (Hotel Dagmar), 2000 Inhab., has nothing of interest beyond an old lately restored church, but a very pretty excursion may be made from here to *Benzon*, a fine old manor-house built about the year 1600, with beautiful park and woods; both from here and upon the whole from the coast near Grenaa the views over the sea are very fine.

From Grenaa to *Randers* the distance is 33 miles, and if the route is laid by *Meilgaard*, *Lövenholm* and *Gammel Estrup*, a prettier drive is not easily found. *Glæsborg* church, 7 m. from Grenaa, has a fine and large carved altar (date 1618). *Meilgaard* was built in 1573, and is surrounded by hills, from which the old red building with its woods and the sea in the background make a very charming panorama.

In *Aigholm* wood, close to sea, is the celebrated *kitchen-midden* of Meilsgaard, the first that was scientifically explored; it was discovered in 1850, and archæologists, who bring their tools, are readily permitted to examine it. On the seashore itself are dunes of drifting sand overtopping the beeches and oaks of the forest, whose green tops often are seen peeping out of the sand.

Lövenholm is contemporary with Meilgaard, and has a beautiful park. In the woods there are still wild stags. The church of *Auning* is very pretty and contains the family sepulchre of the Counts of Scheel, whose seat,

Gammel Estrup, is about 2 m. further to the west. This is one of the finest buildings in Denmark of the period of the renaissance, built 1630, in a very picturesque position on one side of a broad valley. This estate has the peculiarity of never having been sold during the last 500 years, but it has only changed hands by inheritance. In the banqueting hall are woven tapestries of the 17th century.

Nearer Randers is the village of *Essenbæk*, with a new church containing a remarkable old font, which probably belonged to a monastery which was founded here in 1040 and remained till the Reformation.

There is a direct road from Ebeltoft to Randers through *Thorsager* (*see* above) and past a fine manor-house called *Skaffögaard*, with very peculiar buildings, dating from the 16th cent., and a famous piece of carved furniture made of an oak which is still standing with its roots in the ground underneath the cellar. The dimensions are 14 feet by 12.

The railway from Aarhuus to Randers follows the valley of the *Lilleaa*, a tributary to *Gudenaa*, and where the two valleys meet, at *Langaa* is the junction with the railway to *Viborg* and the West of Jutland.

Randers Stat. (Randers Hotel) is a very old town of 14,000 Inhab., on the Gudenaa, which is navigable for large merchant-ships. The town is mentioned in the 11th cent., and some of the earliest Danish coins were struck here; many historical events are connected with it, but none more famous than the deed of *Niels Ebbesen*, a Jutland nobleman, who, on the 1st of April, 1340, with a handful of men entered the town which was occupied by Count Gerhard, of Holstein, who was quartered there with 4000 soldiers, and penetrating into the castle killed the Count. Owing to civil war, bad administration, and the personal incompetence of the Danish king Christopher, the whole country had come into the possession of foreigners who unscrupulously oppressed it. Against this rule Niels Ebbesen raised a rebellion which ended in the liberation of the country under Valdemar III. Nothing remains now of the ancient castles which are stated to have existed here, and there are not many remains of old buildings.

The church of *St. Martin* dates from about the 14th cent., the choir 1494. It contains some good carving, is of red brick, with pointed arches, and well restored 1870.

Randers is an importaut cattle-market, and is the original seat of the manufacture of the specially so-called *Danish gloves*, and was celebrated for its salmon fisheries, which, however, have much declined on account of injudicious fishing. The fish used to ascend the fjord of Randers and the Gudenaa in great quantity, and the manors along the river derived great advantage from their *Laxegaarde* or fishing-places. Now only one remains, namely, at *Frisenvold*, 5 m. from the town. The neighbourhood is pretty; and, as this part of Jutland was densely populated in the time of paganism, and even in the Middle Ages, there are a great number of fine old churches and other antiquarian remains.

About 5 m. south of Randers is the church of *Ölst*, built of granite with remarkable sculptures, an altar of the same kind as those of Lisbjerg and Tvenstrup, now in the museum of Northern antiquities at Copenhagen, an ancient granite font, &c. A visit to Olst may be combined with a visit to Frisenvold, and to *Klausholm*, with fine park and woods. It was from Klausholm that Frederik IV., in 1712, carried away the Countess Anna Sophia, daughter of the then Lord Chancellor of Denmark, Count Reventlow, whom he afterwards made queen of Denmark.

A beautiful excursion may be made to *Fousingsö*, a lake encircled by woods and steep hills clothed with heath, particularly fine near *Lasten church*, as seen from Fousingsö mill. Near Lasten a great quantity of ornaments, &c.—more thau 4000 pieces—of amber were discovered some years ago, which are now in the museum of Northern Antiquities in Copenhagen. On the journey to Fousingsö, the old church of *Bjerregrav* with a Norman doorway, under which is a Runic stone, may be visited, and the return journey should be laid through

Aalum, with one of the finest granite churches in Norman style in Denmark. Further to the south is the fine manor of *Ulstrup*, built in 1617; in a wood close by is a large Runic stone well known to archæologists in Denmark as the *Grøndal stone*. Not far from Ulstrup was the old *Skjern Castle*, of which the foundations are still seen; it was destroyed in the 17th cent. The church of *Skjern* has a richly carved altar, and two Runic stones. Returning to Randers through *Langaa* and *Grendsten*, a third of these monuments is seen near the church of this latter village.

Interesting old churches are also to be seen in *Borup*, 3 m. N. of

Randers, with a very fine carved altar, *Hald* (granite) also with a carved altar, formerly in St. Martins in Randers, about 7 m. N.E. of Randers; *Holbek* with remarkably flat vaults of granite, *Orsted* with fine Norman doorway and sculptures and very old font, *Veilby* with a similar doorway. The last 3 may be combined with a visit to the manors of *Stövringgaard* (now a convent for unmarried ladies of good family) and *Stenalt*, viz., from Randers to Stövringgaard, thence *viâ* Nellerup, by "the ferry" across Randersfjord, thence to Holbek, and by Orsted, Veilby, Essenbæk back to Randers.

The country between Randers and *Aalborg* on the Limfjord, about 50 English miles, is not sufficiently interesting to compensate for the tediousness of a journey by road, which may be performed by two different routes, viz., *either* by way of *Hald*, *Hadsund* ferry on the Mariager fjord, near which is a large kitchen-midden on the manor of *Havnö*, past *Visborggaard* (1½ m. out of the way to the right), a very fine old manor-house, built 1575, and *Lindenborg*, the seat of Count Schimmelmann, erected in the 15th and 16th cents.—*or* by way of *Hobro*, past *Borup* (*see* above) and North of Hobro, through the extensive forest of *Rold*, round which a little nest of old manor-houses cluster, amongst which *Nörlund* is the most interesting.

The railway leads through a hilly country in about one hour to **Hobro** (Möller's Hotel), an old town of 2000 Inhab., 19 m. from Randers, but entirely rebuilt after two great fires in 1812 and 1813, at the head of the long and narrow Mariagerfjord, surrounded by very steep hills which entirely conceal it till one is quite near. The *church* is new, 1852, but has an old font and a good carved altar from 1699; by the church a Runic stone. There are pretty walks along the fjord, but the best excursion is to

Mariager, 8 m. east of Hobro on the fjord (steamer daily; Reddersens Hotel). This miniature town owes its existence to a famous Briggittine convent and monastery founded about the year 1400 in this pretty and secluded spot. But little of the monastic buildings and only a part of the church remain, and the latter has suffered dreadfully from alterations, particularly in 1788, but the tall elegant pillars and pointed windows, the old carved altar, &c., will not fail to interest the lover of architecture and antiquities.

Aalborg Stat. (Hotel Phönix; du Nord, &c.), on the Limfjord, 31 m. from Hobro, with 14,000 Inhab., is not only an old town (coins were struck here by king Hardekund, 1035–1042), but no other town in Denmark Proper has to such an extent preserved its ancient appearance. Numerous narrow and steep alleys and five small brooks traverse the town, which consequently is rich in old bridges and all kinds of curious nooks and corners. Amongst the private houses in the old style the best is *Jens Bangs Gaard*, built 1623, now a pharmacy, and the *house of King Hans*, on the Gameltorv, which is much older. It is reported that the king died here in 1513. Numerous interesting old fragments may be found by strolling about the town, particularly near the *Österaa*. There are now only two churches, of which *Vor Frueskirke*, built about the year 1100, is the finest, the tower rebuilt 1591. Observe the Norman N. *door* restored 1869. The *font* dates from 1619. The old monastery of the Holy Ghost (1434) is still used as a *Hospital*, and has preserved many old features. There is a small *Historical Museum*, founded in 1863 in the house next the Cathedral School.

The *Limfjord*, which is here only 600 yards wide, does not really de-

serve the name of a fjord in as far as it is not a closed inlet of the sea. In ancient times it was so, but since 1822 it has become really a sound, 50 m. long, connecting the North Sea and the Kattegat and converting the extreme North of Jutland into an island. As late as the 11th century this part consisted of several islands, which a subsequent slow upheaval of the soil united by transforming the intervening sounds into low meadow tracts.

This northern extremity of Jutland is in many respects very interesting. For the eastern part—which is called *Vendsyssel*, and whose inhabitants, the *Vendelboer*, have made themselves famous for their obstinate love of liberty and their dogged resistance to royal and ecclesiastical power—Aalborg forms a convenient starting-point. Those who are pressed for time may content themselves with an excursion to **Skagen**, or as our English sailors have dubbed it *the Skaw;* but several days may very pleasantly be spent in exploring the country. The rly. from *Nörre Sundby* on the northern shore of the Limfjord, opposite Aalborg, to Frederikshavn on the eastern coast *viâ* Hjörring is finished, but from Frederikshavn to Skagen the carriage-road must still be used. If a more complete tour is intended, the traveller should go by road from Aalborg to Sæby and thence by Frederikshavn to Skagen, and either the same way back to Frederikshavn and by rail to Hjörring; from whence he might *either* reach Aalborg by rail, and then visit *Thyland*—the north-west corner of Jutland—by steamer on the Limfjord, *or else* proceed to *Lökken* on the shore of the North Sea, and follow this as far as *Thisted*, the principal town of Thyland. We describe the more complete tour, from which selection may be made.

The Limfjord, between Aalborg and Nörre Sundby, was for a long time crossed only by a pontoon bridge, the rapidity of the current, the depth of the water, the quality of the soil and the violence of the floating ice in spring, rendering the construction of a permanent bridge resting on piers a work of great difficulty and expense. A permanent bridge has lately been constructed, and the pontoon remains as well.

From *Nörre Sundby* two main roads and a rly. start; the latter as well as one of the roads to the north, the other road in a westerly direction to Thisted. The highroad to the north soon divides into two branches, one proceeding straight north to *Hjörring*, the other, which we now have to notice, in a north-easterly direction to *Sæby* (28 m.). About 10 m. from Nörre Sundby, just before reaching the modest inn of *Hjallerup*, the road crosses

Örum Moor, famous for the not unfrequent appearance of a mirage representing the church of *Örum*, a couple of miles away, reflected in a sea with wooded islands. The centre and south-eastern part of Vendsyssel is distinguished by a range of hills with peculiar short and abrupt outlines, and deep valleys of which the steep sides are covered with rich wood, called "den jydske Aas." The first spur of these, the hills of Altrup, is passed between Nörre Sundby and Hjallerup; one of the main ridges rises just beyond Hjallerup, and is called *Allerupbanker*. From a point close to the highroad, where this crosses the summit of the range, there is a very fine view of the whole country, and close by, to the rt., appears a beautiful and characteristic wooded tract called

Dronninglund Storskov, which is rich in fine walks and views. It has its name from the neighbouring manor of *Dronninglund*, formerly a convent called Hundslund, first mentioned in 1268, but purchased in

1690 by the wife of Christian V. It subsequently belonged to the Brigadier Halling, who endeavoured by a judicious selection of his tenants of both sexes to improve the race, traces of which are said to be still evident. From several points in the wood the manor-house, with its two square towers, appears. About 2 m. on, and 16 m. from Nörre Sundby, *Flaunskjoldkro*, a very modest roadside inn where a side road leads to the rt. to

Voergaard (2 m.), one of the finest buildings in Denmark. This old manor once belonged to the Bishops of Börglum or Vendsÿssel, but came after the Reformation into the possession of private owners, amongst whom *Ingeborg Skeel*, the wife of *Otto Banner*, built the principal part of the present (1588–1591) house, though parts are older. It is of red brick, ornamented with a profusion of excellently wrought sandstone sculptures, with spiral staircases, all sorts of curious niches, and passages, and a prison-cell, "the Rosodont," concerning which such dreadful ghost stories are told, that not even the boldest miscreant will pass a night there without confessing his crimes. Numberless are the legends told of the lady who built this handsome pile, and of the shifts to which she was put in order to pay for the erection of the structure; but for these we have no space. In the neighbouring *Voer church*, is a splendid monument erected by her order for herself and her husband; there is also a fine carved altar. A small river, *Voersaa*, flows towards the Kattegat not far from Voergaard, and after passing another manor-house, called *Rugtved*, a modern Gothic edifice, it winds through a very narrow valley with fine beech-trees along the side, whose tops meet over the water, and one may row a couple of miles under this delightful canopy from Rugtved to the sea.

Beyond Flaunskjold the road from Nörre Sundby runs across the spurs of Iydske Aas past some old unpretending manors, corn-fields, and meadows to *Sæby* (*Inn:* Harmonien), a little borough of 1500 Inhab., on the shores of the Kattegat, which owes, if not its existence, at any rate its prosperity, in the Middle Ages, to the rich convent of Mariested founded in 1469, of which now only the lofty but narrow church, with a fine carved altar, remains. A side chapel with a huge central pier supporting a handsome vaulted roof, is at present walled off from the church, and used as an engine-house. The town has considerable fisheries, particularly of turbot.

Opposite Sæby is the island of *Læsö* (surrounded by dangerous sandbanks), whose 3000 inhabitants have preserved a handsome mediæval costume, but which otherwise offers nothing of interest. The distance from Sæby is 14 m., and the excursion at best a very rough one. A post-boat goes from Frederikshavn, and there is a small *Inn* at *Byrum* on the S. side of the island.

The neighbourhood of Sæby to the W. and N. is very pretty; a charming walk of a couple of miles leads through a winding valley and fine woods to *Sæbygaard*, an ancient manor with fine old buildings. Other pretty points may be visited on the way to Frederikshavn by choosing a somewhat winding route further inland, instead of the ordinary high-road which follows the sea-shore (8 m.). The principal points should be *Oxenhede*, *Karup Kirke*, *Thronhavn*, *Understed Kirke*, *Rosengaarden*, *Vrangbæk*, *Studebakken* (fine view), *Flade Kirke*, and *Bangsbo Skov*, all pretty and characteristic specimens of Danish landscape-beauty.

Frederikshavn (*Inns:* du Nord; Dania) was up to 1818 called *Fladstrand*, and was 120 years ago merely

a fishing-village on the ground of the manor of *Kniveholt*, whose owner, in 1740, sold it to one of the inhabitants for the sum of 440*l.* sterling. It is now a rising town of nearly 3000 Inhab., but since 1864 it has ceased to be a fortress. By the railroad from Aalborg it is placed in direct communication with the whole continent, and there is a *steamer* in connection with the rly. three times a week in 5 or 6 hrs. to *Gothenburg* on the opposite Swedish coast, besides steamers calling here from Copenhagen for Christiania, Arendal, and other Norwegian ports. There is a harbour of refuge, which is sought by hundreds of vessels at a time during winter when navigation in the Kattegat is exceedingly difficult and dangerous. Many of the inhabitants obtain a livelihood by the oyster fisheries carried on a little N. of the town; the oysters, commonly called *Fladstrand's österes*, are very much appreciated in Denmark; they are much larger and richer, but not so delicate as the English natives.

Opposite Frederikshavn are the islands of *Hirtsholmene*, which consist of an enormous quantity of boulders covered by a very thin layer of earth. They are very dangerous to navigation, and there is a lighthouse, built in 1838, to warn the vessels that approach them. Their population consists mainly of rabbits, of which there are countless multitudes.

From Frederikshavn to *Skagen* the distance is 22 m., chiefly a sandy and heavy road. A few m. N. of Frederikshavn the country becomes bare, and vast moors extend in every direction. A very peculiar formation is here observed, consisting of so-called *Dopper* and *Rimmer*—the former being strips of meadow-land 20 to 40 ft. wide, sometimes a mile or two long, running parallel with the coast, but at a considerable distance from it, and separated from each other by "Rimmer," sand ridges 10 to 16 ft. high and overgrown with heather. Presently the road leads through a large fishing-village, *Aalbæk*, opposite the oyster-banks in Aalbæk Bay, and at the basis of the promontory of the Skaw. From Aalbæk on the Kattegat to the North Sea shore the distance is 5 m., which is gradually reduced to 2 at the town of Skagen, about 12 m. in a straight line from Aalbæk. The whole promontory is covered with drifting sand, forming ever-shifting hills, and it is only where a little brook affords the necessary moisture that a verdant turf is produced.

The town of **Skagen** (*Inn:* C. Bröndum) had formerly not inconsiderable corn-fields, but all are buried under the sand, as is also the old Gothic church, of which only the square tower is still visible. The sand itself is not destitute of nutriment for vegetation, and with the aid of fish-manure very fair crops of barley are raised; but the ground is unstable, and a strong gale may suddenly whirl up the sand and destroy the vegetation. Nor do the never-resting winds allow trees or shrubs to grow unless tended with especial care, such as have nursed the small plantation near the residence of the Byfoged or principal magistrate. Round the cottages of the fishermen nothing grows but "marehalm" (*Elymus arenarius*), of which the rigid stems and leaves reach as high as the roof.

The history of Skagen is a history of gales, and sand-drifts, and shipwreck, and its great events are such as the drift of 1775, when the *old church* was buried, or the gale of "little Christmas Eve," as they say in Denmark, meaning the evening before Christmas Eve, 1825, when 50 richly laden merchantmen went on shore, &c. Here is plenty of work for the rocket apparatus and the lifeboat; and many a tale of gallantry—how often a mournful tale—is found in the annals of Skagen. In

the wall of the *new church*, built in 1841, there is, for instance, a handsome basso-relievo by Poulsen, in memory of the sad accident on the 27th Dec., 1862, when the lifeboat was upset, in an attempt during a furious gale to save the crew of the Swedish brig Daphne; the whole crew perished, but a public subscription was opened, and 3500*l.* were collected for their seven widows and their children, and Danes and Swedes in London placed the tablet here *in memoriam*. It is one of the wildest and most desolate spots in the world, yet within a couple of hours' journey from fertile, peaceful, and idyllic rustic landscapes.

To the long straggling town of Skagen the rly. will never penetrate; for miles S. of it the only track along which horses can draw a vehicle is just along the edge of the sea, where the water cements the sand into a temporary firmness. Where the small brooks which exist in this sandy desert join the sea it is necessary to turn right into the later and round their mouth, because only a small portion of their course is above the sand and visible, their main course is below the sand, through which horse and carriage would sink. At Skagen there is a *Lighthouse*, erected 1859, of the first order, replacing the old light now used as a sea-mark, and a signal station, through which passing ships can communicate the fact of their passage to their owners by flag signals, which are duly reported and published.

The return to Aalborg may be made by road as described to Frederikshavn, and thence by rail *viâ Hjörring*—a line which does not call for further notice—or one may drive to *Hjörring* by way of the western coast of the promontory. In this case one would follow the road or track towards Frederikshavn as far as *Torreveire rende*, a brook surrounded by a fresh green oasis, and then cross from the E. to the W. coast, where a similar oasis is found at *Kandestederne* (salvage station). In the neighbourhood of the latter place the cliffs exhibit extensive layers of *Martörv*, a peculiar kind of semi-fossil peat, and they are in many places crowned by so-called *Steensletter*, large spaces covered with stones as firmly and closely joined as if they had been paved with art. At

Tversted (very modest *Inn*), which is just at the base of the promontory of the Skaw, the road to Hjörring turns inland, past the old manor-house of *Odden*, built in the 14th cent. The distance from Skagen to Hjörring by this road is 32 m., and as the horses hardly exceed a foot pace, it is rather fatiguing, though the peculiar character of the country prevents its being tedious.

From *Hjörring* (Hôtel du Nord), which does not offer any special attraction to tourists, the road and rly. to Nörre Sundby go almost in a straight line past the old convent of *Vreilev* (1. 8 m. from Hjörring). Far more interesting is the round by *Lökken* and *Blokhusene*. *Lökken* (*Inn*) is a small market borough on the coast of the North Sea, about 10 m. S.W. of Hjörring, whose inhabitants trade with Norway and England. The streets are paved with nothing but drifting sand.

Two miles inland is *Börglum Kloster*, originally a royal residence, and mentioned as such in 1086, since 1128 a monastery, which at the time of the Reformation had grown very rich, and was the residence of the Bishop of Vendsÿssel, now in private hands and judiciously restored. The church, which served as cathedral, is now a parish church, and the exterior of the building has still preserved its peculiar character. Just outside is *Baalhöi*, an eminence from which 44 churches can be counted. The road leads towards the S. through a number of villages to *Hune Kirke* (with a

Runic stone), from whence a visit may be paid to *Blokhusene*, a little group of houses in green meadows surrounded by sand-hills on the shore of the sea, about 2 m. out of the way. From Hune, the road turns to the S.E. to *Aaby*, with a good *Inn*.

Scarce 2 m. E. of Aaby is the boundary of the *Vildmose*, an extensive moor covering about 50 square miles, and entirely impassable, as the greater part of it has the character of a quagmire. It appears that at the bottom trees are standing erect, proving that it owes its existence to a subsidence of the ground, which is so much the more remarkable, as otherwise the whole of this country has been subjected to an upheaval in historic times. About 1 m. to the S.W. of Aaby is the manor of *Birkelse*, with a beautiful garden. Nearer Nörre Sundby the old moated manor-house of *Rödslet* with buildings of the 16th century is observed. The whole distance, including the visit to Blokhusene, is about 40 m.

ROUTE 16.

WEST JUTLAND.

The western division of the land N. of the Limfjord consists of *Thyland*, which forms the N.W. corner of the whole peninsula, and which is best explored from *Thisted* (stat.), the principal town, situated on an arm of the fjord, and of the so-called *Hanherreder*, a strip of land between the Limfjord and the North Sea, connecting Vendsyssel with Thyland. Thisted may be reached by road from Nörre Sundby through the *Hanherreder*, and the different points of interest visited on the road; but the better plan is to take steamer from Aalborg to *Aggersund*, which serves as a centre for the *Hanherreder*, and from thence again steamer to Thisted. Or it may be visited from the S. by rail from Struer.

A reference to the map will show that the West Jutland rly. branches off from the E. coast rly. at Kolding, with a second S. branch to *Ribe*, and a W. terminus at *Esbjerg*. Thence it proceeds N. to *Varde*, *Tarm*, *Skjern* (branch E. to Herning, Silkeborg, and Skanderborg, Rte. 15); *Ringkoping*, *Ulfborg*, *Vemb*, and *Lemvig*. From Vemb a branch due W. leads to *Holstebro*, and *Struer;* and from the latter a W. branch to *Skive*, *Viborg*, and *Randers;* while the N. continuation goes to *Oddesund*, *Bedsted*, and *Thisted*.

The Limfjord, which at Aalborg has a width of 600 yards, and on the whole course from its mouth at *Hals*, on the Kattegat, to Aalborg a distance of 17 m., scarcely ever exceeds a mile in width, widens almost at once W. of Aalborg into a so-called Breding, viz., *Nibe Breding*, containing a number of small islands and 3 larger ones, *Eegholm*, *Gjölland*, and *Öland*. The latter is rich in beautiful timber, and will be noticed below. The Breding has its name from the little town of *Nibe* (*Inn*, Thorup's H.) on the southern shore, where the steamer stops. Farther W. the fjord again becomes narrower, the width being reduced to 300 yards at *Aggersund*, where a ferry is established.

On the *southern* shore is **Lögstör** (Hôtel du Nord, Limfjorden), a new place of 1500 Inhab., which no doubt soon will become an important town. The navigation of the Fjord is very difficult here on account of sand-banks, and a canal has therefore been cut about 2½ m. long,

whereby these are avoided. From Lögstör a visit may be paid to *Salling* church (4 m.), a beautiful granite church of the 12th century, with nave and 2 aisles, each with an apse, &c. If, however, the object is the exploration of the land N. of the Limfjord, the traveller ought to stop at or return to *Aggersund* inn (ferry across from Lögstör), on the N. side of the fjord, near the still-visible site of Aggersborg, an old Royal residence.

From Aggersund three excursions may be recommended to *Öland*, to *Svinklöv*, which may be partly united, and to *Bulbjerg*.

The road to *Öland*, which is the same going and coming, leads toward the east through the village of *Beistrup*, from which the fine cromlechs at *Gundelstrup* may be visited, and *Haverslev* to *Kokkedal*, a beautiful old manor-house in a charming situation, then past *Bratskov*, another old manor-house, and *Brovst church*, with a very fine *altar-picture* and some beautiful old vestments, to a little hamlet called *Öxeby*, whence a road leads to Oland. The sound is very shallow, and in most places a man can wade over; in 1857 a labourer in doing so felt something heavy round his ancle, which turned out to be a massive gold ring, worth 130*l.*; which is now in the Museum of Northern Antiquities in Copenhagen. According to tradition, a naval battle was fought here in very remote times. The manor-house of *Öxholm* was formerly a convent, dating from the 12th cent., called *Ökloster*, and the church is still tolerably well preserved in its original state; it is of very fine proportions. The woods (nearly 1000 acres) are delightful, but it is necessary to bring provisions, as there is no inn, although there are two large villages.

To **Svinklöv**, a very remarkable and picturesque chain of chalk-hills on the north coast, the road goes by *Skjærpingegaard* with a fine *Jættestue*, and the very old manor of *Aagaard*, with numerous barrows, old camps, &c., which abound in the whole of this tract. Near Aagaard is *St. Jörgensbjerg*, where a great battle in 1442 was fought between the ever rebellious peasants and king Christopher, in which the latter was victorious, mainly because the men from Thyland and Mors deserted their comrades the Vendelboers. An old ballad describing the event is still preserved, and to this day the latter taunt the traitors with their conduct on that occasion. Close by is *Fjerridslev* village, with an *Inn*, whence the road leads to *Hjortsdal* village just inside the hills. From the top of these fine views of the *Jammerbugt*, a bay of the sea whose name, meaning the Bay of Woe, is not inappropriate, inasmuch as numerous wrecks stretching their black ribs out of the sand tell a mournful tale of frequent disaster. To the east of the cliff is a village called *Lerup*, where the carriage should be left in order to explore on foot the *Fossedal*, a deep and picturesque valley. Through another valley called Langdalen we return to *Lerup*, and thence to Aggersund past *Bratskov* and *Kokkedal* (see above). The excursion occupies the whole day, but repays the traveller.

Bulbjerg is a similar cliff to *Svinklöv*, and about 12 miles further west; in front of the cliff is *Skareklit*, an isolated rock 60 feet high, round which the sea rushes foaming and thundering, whenever the wind is high. The distance from Aggersund is about 17 miles, and there are two roads, the ordinary high-road and a side road along a new dyke which has been thrown across *Bygholm Veile*, a shallow inlet, formerly a sound connecting the Limfjord with the North Sea, but which is now being laid dry. In any case, it is convenient to stop at

Bjergets Kro, an inn about 2 m. from Bulbjerg, and leave the horses there.

West of Lögstör the Limfjord widens considerably, forming Lögstör or Liv Breding. From this Breding Bygholms Veile stretches far away to the north, almost reaching the North Sea, to the south are seen the high cliffs of the island of *Fuur*. To the east of Fuur a branch of the sea penetrates southward about 15 miles into the land as far as *Skive;* to the west of Fuur, *Sallingsund*, which in part is very narrow, separates the peninsula of Salling, behind Fuur and formerly itself an island, from the island of *Morsö*, which bounds Lögstör Breding to the west. Morsö is bounded to the north and west by Fæggesund, Thisted Breding, Vilssund, and Visby Breding; which latter unites with Sallingsund, south of *Morsö*, forming Kaas Bredning and Venö Bugt. From Venöbugt the Othesund leads into Nissum Bredning, which again is connected with the North Sea by the Agger Canal. These alternating sounds and Brednings give to the Limfjord a very peculiar character, and the whole country bears the most unmistakable stamp of being, as it were, only half emerged from the sea. The cliffs at Fuur, Morsö, &c., consist of *Moleer*, apparently a kind of clay, but entirely consisting of the shells of *Diatomaceæ*. The steamer crosses the Lögstör Bredning in a straight line from Lögstör Bredning to Fæggesund, and soon reaches

Thisted Stat. (Hotel Aalborg), prettily situated on the northern shore of Thisted Bredning, a rising town of 3800 inhabitants, particularly since the formation of the *Agger Canal*, in 1825, again opened communication with the North Sea. The church is handsome, with fine altarpiece and pulpit.

Three miles from Thisted is the village and church of *Sjörring*, stat., with a remarkable *monument* said to be of *Bishop Magnus* of Börglum, drowned near Thorup on the way from Bremen in 1065. Quite close by is *Sjörring vold*, the remains of an ancient Royal castle. A large lake, formerly an inlet from the sea, and afterwards artificially kept in open communication with the sea, formerly washed the foot of hills, but has now been laid dry, and converted into grazing land of amazing fertility. Everywhere barrows, dolmens, old camps, and fortifications meet the eye, and many of the old Danish ballads refer to this neighbourhood.

About twenty miles south of Thisted was *Vestervigkloster*, one of the most remarkable ecclesiastical institutions in Denmark, founded in 1110, of which now only the *church* remains, an imposing structure (200 feet long) built of granite. We mention particularly several *sculptured stones*, of which one doubtless represents the patron saint of the monastery, *St. Thöger*. In the churchyard is a huge tombstone with two crosses and a marginal inscription in very old character, now illegible. Tradition, however, says that under it rest the sister of King Valdemar I., called Liden Kirstin in the ballads, and her lover, Prince Buris, who seduced her. The king killed his unhappy sister, and the Prince was cruelly tortured and imprisoned for life; but they were eventually, according to the ballad, buried in one grave. The sepulchre in question is really double, and contains the bones of a man and a woman.

Vestervig is well worth a visit, and there is a tolerably good *Inn;* there is a daily *mail* to and from Thisted, which conveys passengers. Three miles south of Vestervig is *Agger Canal*. The last Bredning of the Limfjord, *Nissum Bredning*, is separated from the North Sea by a narrow strip of land, through which the sea from time to time forms openings, which again close up. It

is certain that the communication was open in the 11th century, because it was through this that St. Kanut intended to sail with the large fleet which he had collected with a view of landing in England and wresting its Crown from William the Conqueror, when the latter by means of bribery frustrated the plan. But Saxo Grammaticus, who wrote about the year 1200, says that at that time there was no outlet. The present opening was made in a tremendous gale, accompanied by a high tide, on the 3rd of Feb., 1825, and the channel then formed is still open. The protecting sand-hills were destroyed at the same time, and the sea is constantly encroaching here. Already 3 villages have by degrees been swallowed by the waves, and the place where the church of Agger stood is now far in the sea.

An excursion to *Hanstholm* and *Hansted Fyr*, on the north-west corner of Jutland (14 miles), affords a very striking illustration of the peculiar characteristics of the country—everywhere isolated groups of hills are surrounded by level meadows, evidently old arms of the sea, and the local names confirm in the most unmistakable manner the belief that Thyland was in the Middle Ages an archipelago. A frequent phenomenon here is the so-called *Jordfald*, when the ground suddenly gives way and falling in forms a sort of caldron. It is here and in the island of *Morsö* close by, that earthquakes are felt more than in any other part of Denmark, and the geological strata bear witness of violent revolutions.

The island of *Morsö* is best explored from *Nykjöbing* (Bendix's Hotel) on the east coast, which is reached by steamers from towns on the fjord and by road from Thisted, crossing *Vilssund* (*see* above) about 8 miles south of Thisted by ferry. The distance between the two towns is about 18 miles. The northern extremity of the island is called *Fæggeklit* and presents an imposing cliff when seen from Fæggesund. The name is derived from a mythical King *Fengo*, or Fegge, who killed his own brother *Haavdevendel*, with whom he shared the dominion, and married his widow. But the murdered king's son, *Hamlet*, avenged the deed by killing Fengo; and this is one of the several local traditions in Denmark which form the substratum of Saxo's story, which afterwards served Shakespeare for a theme. The place of Fegge's castle and his grave are shown. Of such old camps or fortified places, there is a very great number on the island.

Whilst the eastern part of Jutland abounds in fine manor-houses of the 16th century and older, those in Thyland and Morsö have mostly disappeared. A very interesting exception is *Höiriis*, 4 miles south of Nykjöbing, which is not only very old but in good repair. There is a very fine banqueting-hall, and as the moats are full of water, and the new buildings kept in the old style, the mediæval character is well preserved. An old tradition says that once on a time the lord of Höiriis discovered a criminal connection between his wife and some friend; he ordered her to be immured in the castle, and the faithless friend to be drowned in the moat. This old legend has by accident been verified; for some time ago a part of the wall between two windows in the hall fell down and disclosed a cell in the thickness of the wall lined with oak timber, and containing a female skeleton; and that of a man was soon after found in the moat. The pretty church of *Lierslev* contains splendid monuments to the memory of former owners of Höiriis. Between Nykjöbing and Höiriis, about 3 miles from the former, is a ferry across *Salling Sund*, and from the opposite side a drive of 15 miles through *Salling*, one of the most

fertile parts of Jutland, leads to *Skive*, on the railway from Langaa to Holstebro, connecting the east and west coasts of the Peninsula.

The most interesting point in Salling is the manor-house of *Spöttrup*, 10 m. W. of Skive (carriage 8 to 10 kr.), near the Sound, which divides Salling from Morsö, but not easily visited from Morsö, because the nearest ferry (Ny Mölleferry) does not convey carriages and horses. It may be visited on the road from Nykjöbing to Skive, if one has started early from Nykjöbing, as it is quite 9 m. out of the way. This old manor-house, built in the 16th century, with double moats, &c., is perhaps the best specimen in Denmark of a fortified nobleman's seat of the Middle Ages; but it is unfortunately in a somewhat dilapidated state.

From *Skive* (Holger Gluds H.), a little town of 2500 inhabitants, prettily situated, one may either proceed by railway eastwards to *Viborg*, and thence *viâ* Langaa to Aarhuus, thus concluding the tour of Jutland; or one may, after visiting Viborg, return to Skive and proceed westwards by train to *Holstebro* on the *Storaa*, a river flowing into the North Sea, and thence visit *Ringkjöbing*, *Varde*, *Esbjerg* and *Ribe* on the W. coast. These are all stations on the railway. The only very interesting point of these is *Ribe*, which may be visited just as easily from Kolding or Haderslev by railway.

Viborg Stat. (Preisler's H.) is one of the oldest and most remarkable towns in Denmark. 7000 inhabitants. It was the capital of Jutland, the principal seat of national worship (Vebjerg is "the sacred hill"), the place where the national assemblies were held, kings elected, laws given, ages before the era of written history, properly so speaking. The first Danish coins were struck here, and here the Reformation in Denmark took its beginning. No town in Denmark is so intimately connected with the history of the Danish realm through the whole of the Middle Ages. It has now lost its ancient splendour, and the population has diminished. Only two churches out of twelve remain, of which one, *Söndersogns kirke*, formerly belonged to a Dominican monastery, and dates partly from 1230, but rebuilt in 1728 after a fire. It possesses a very fine *altar*, originally at Frederiksborg, and of the 15th cent.; the other is

The *Cathedral*, which deserves the special attention of lovers of architecture. This church, 226 ft. long 98 ft. wide, was founded in the early part of the 11th century, but rebuilt between 1130 and 1170. Some years ago it was found to be in so bad a state of repair, owing to frequent fires which had weakened the roof and caused the stones to crack, that it had to be closed, but thanks to the liberality of Parliament and plentiful private subscriptions, a sum of 35,000*l.* was raised for its restoration (completed 1873), though funds to restore the internal decorations are still wanting. The old ch. was of hewn granite, and the restoration was carried on in such a manner, that stone by stone was taken down, and returned to its proper place after being cleaned—unless faulty or unsafe, when new stones were substituted; mutilated ornaments repaired, windows which had been walled up opened, &c. The ch. is cruciform, with exquisite circular E. apse, with exterior open gallery, and the style is purely Norman, or, as it is called here, Byzantine;—nothing but round arches, with a timber roof over the nave. The chancel is raised, and under it is the very interesting *crypt*, untouched since it was built. When finished it will be one of the finest specimens of Norman architecture on the continent. The

frequent fires and restorations have destroyed almost everything in the way of monuments and church furniture, but the tomb of King Erik Glipping, murdered in the neighbouring village of Finderup 1286, by Marsk Stig, was only partially damaged by the fire of 1726. For more than four centuries after that deed, a special service called *Vaadesangen*, "the song of woe," was performed daily in the crypt. One of the few remaining relics is a coloured seven-armed candelabrum, which originally came from Lübeck 1494. It is 9 feet high, of brass, and rests on 3 lions.

There is a small but interesting museum of *Northern Antiquities* in the town.

A beautiful excursion from Viborg is to **Hald**, 6 m. distant (6 to 8 kr. for a carriage). The drive goes first across open heath, formerly, and probably as late as the beginning of last century, dense forest, of which remains are still in existence round the *Lake of Hald*, one of the most beautiful spots in Denmark. The castle of Hald is a classic locality in mediæval Danish history, and numberless ballads and legends refer to it; but of the old buildings only ruins are now left. Since 1868, in June and July, the heath near this lake has been regularly used for camps, where several thousand men are brought together at a time for military manœuvres. At that time everything is life and bustle, and the long array of white tents on the brown heath make quite a picture. Beyond the smiling environs of Hald, the *Ahlhede*, the most desolate tract in Jutland, spreads far and wide, and from some of the hills, particularly *Dollerup bakker*, there are highly interesting and characteristic views.

From Skive to *Holstebro* by way of *Struer* Stat. (Schou's *Inn*), a landing-place on the Limfjord (oyster-fisheries), is a distance of 27 m. by rail. The journey offers nothing very remarkable except the granite *church* at *Sal*, near the station of *Vanderup*, with a fine old font and a beautiful altar in basso-relievo, of gilt copper like those of Ölst, Lisberg, &c., but better preserved—*Eising church*, 3 m. N. from Vinderup, from the 12th or 13th century; *Rydhave* manor, fine 16th-cent. buildings and garden, 1 m. from Vinderup.

Holstebro Stat. (Schaumburg's H.). 18 m. N.W. of Holstebro is *Lemvig* Stat. (Jespersen's H.), 2000 Inhab., on the southern shore of Nissum Bredning, from which an excursion may be made to *Bovbjerg*, a cliff 192 ft. in height, similar to those noticed above to *Svinklöv*, *Bulbjerg*, &c.

Close to *Lemvig*, on the road to Ringkjöbing, is the very interesting old granite church of *Romb*. The direct road from Holstebro to Ringkjöbing has first a westerly direction, and then joins the road from Lemvig to Ringkjöbing, not far from the old and interesting manor of *Nörre Vosborg*. Nearer Ringkjöbing are the two equally interesting old granite churches of *Staby* (side road at *Ulfkjær kro*, a decent roadside inn), and *Hee* close to the road, and near the large *Stadilfjord*, which is now being reclaimed by an English company.

Ringkjöbing Stat. (*Inn:* Ringkjöbing H., Station H.) is a very modest little borough of 2000 inhabitants at the N.E. corner of Ringkjöbing fjord, which has the appearance of a lake separated from the sea by a narrow strip of land, like the one which separates Nissum Bredning and Nissum fjord from the sea, and like these perforated by a narrow channel which is constantly changing its position. In the southern part of this fjord fertile marshes are in the process of formation.

A postal road goes in a straight line eastwards from Ringkjöbing to Herning, and thence by railway to

Silkeborg, across a flat and treeless country.

Varde Stat. (Lasson's H.; Dania H.) The original name of *Varde* was Warwith, and it is mentioned as early as the 12th century, but there are no historical relics of any kind. Pop. 2800. The neighbourhood is flat and treeless, as, indeed, the western part of Jutland generally is.

An interesting excursion by rail may, however, be made from here to *Esbjerg* Stat. (Spangsberg's Hotel), about 8 m. S. of Varde, where a new and large harbour is being built, in order to accommodate the export trade of agricultural produce to England, and where a town is already coming into existence, which will be connected with the fertile parts of Eastern Jutland by means of a railway.

Half an hour's sail from Esbjerg is *Fanö* (Alexandersen's H. at *Nordby*, the principal village), the northernmost of that series of islands which gird the coast of South Jutland. The women of Fanö do all the work on shore, plough and reap, whilst the men are away on the sea; they have a pretty costume, and wear masks to protect them against the sun during their hard work. The Fanömen build and own a proportionally considerable number of ships. Near the S. end is a *Fuglekoje*, like those on the Frisian islands (see Rte. 7).

Ribe. **Railway** from *Kolding* on the E., or from *Esbjerg* on the W., by way of *Bramminge* to

Ribe (Klubben's H., best; Greisen's H., opposite the cathedral, cheaper), or Ripen, now the southernmost town in Denmark, is 26 m. from Varde (diligence daily), and is often mentioned in Danish history (pop. 3700). A royal castle existed here from the 12th to the 16th century, but now even the ruins have disappeared, only the ramparts and moats are left. Ribe was also one of the earliest centres of Christianity in Denmark. The first church was built here in the 9th century, and was the second church built in Denmark; the first being that of Schleswig, then generally called Hedeby. Ribe was at that time a flourishing commercial town, and the "Jydske Lov" was printed here in 1504 for the first time in Danish. It remained a wealthy and important place during the whole of the Middle Ages; but inundations, fire, war, pestilence, and now lately the separation of Schleswig from Denmark, have well nigh destroyed the town.

The *Cathedral*, one of the most interesting in the N., was commenced in 1117, and constructed with stone, in part of volcanic tuff, from the neighbourhood of Andernach on the Rhine. In style it also reminds one forcibly of the contemporaneous buildings in that part of Europe. Numerous village churches in the neighbourhood have been built in imitation of it, both as to style and material. It has, however, suffered by later additions and restorations. The nave and the aisles are in pure Norman style, the 2 outer aisles have slightly pointed arches. The apse, the doorways (sculptures in granite), and the columns of the gallery and the great *cupola* are particularly interesting. The spire fell down long ago, but there is an extensive view over the surrounding flats from the square tower 155 ft. high.

The church of *St. Catherine* was part of a Dominican monastery, which is now used as an hospital; the cloisters are walled up. The episcopal residence and the town-hall are interesting relics of the 15th century.

From Ribe the duchy of Schleswig is entered either by the road along the W. coast to Tönder, or by the road S.E. to Voyens (diligence daily), the junction station for Haderslev, on the eastern railway, or by taking the train to Kolding, and thence the main line *viâ* Vamdrup.

ICELAND
Fred.k Brine
Colt R.E.
English Miles
0 10 20 30 40 50
Arctic Circle
Grimsey I.
Thistilfjordr
Langanes
Svalbard
Sandakes
Thórshafn
Skeggjastadir
Skinnastadir
Axarfjordr
Húsavik
Eyjafjordr
Skagafjordr
Hunafloi
Isafjordr
Hornstrandir
Kalmanar
Arnes
Kaldrananes
Stadr
Hólmavik
Hrútafjordr
Hvammstanga
Blönduós
Vatnsdalr
Skagastrond
Holtsósar
Sauðarkrókr
Hofsós
Grafarós
Hólar
Hjaltadalr
AKUREYRI
Eyjafjörd
Hrafnagil
Hálsi
Reykjadal
Ljósavatn
Mývatn
Grímsstadir
Vopnafjordr
Seydisfjordr
Eskifjordr
Reydarfjordr
Fáskrúdsfjordr
Berufjordr
Djúpivogur
Breidifjordr
Stadarhöll
Prestbakki
Bordeyri
Hvammsfjordr
Holtavörðuheiði
Ingjaldshöll
Búðir
Faxa Fjordr
Borgarfjordr
Borgarnes
Hvalfjordr
Akranes
Reykjavik
Hafnarfjordr
Grindavik
Krísuvik
Hekla
Thingvallavatn
Thingvellir
Geysir
Skaftafell
Lómagnúpur
Skeidarasandur
Myrdalsjökull
Eyjafjallajökull
Vatnajökull
Krafla
Askja
Kverkfjöll
Ódáðahraun
Sprengisandur
Kjalvegur
Kaldidalur
Arnarfell
Tindafell
Skjaldbreid
Langjökull
Hofsjökull
Kerlingarfjöll
Snæfellsnes
Snæfellsjökull
Breidamerkr
Hornafjarðr
Reydarfjall
Eskifjordr
Thingmúli
Seydisfjordr
Vestmannaeyjar
Westmann Islands
Reykjanes
C. Reykjanes
C. Portland
Heidi
Myrdalssandur
Skeidarasandur
Lónsöræfi
Hraunhafnartindur
Ingólfshöfði
Dyrhólaey
Vatna Jökull or Klofa
Crater of Eyjafjallajökull
Hvannadalshnúkur
Öræfajökull
Skeiðarárjökull
Breiðamerkr
Fjallsjökull
Jökulsá
Lagarfljót
Eyjafjallajökull
Myrdalsjökull
Tungnafellsjökull
Hofsjökull
Langjökull
Eiríksjökull
Snæfellsjökull
Hvítá
Ölfusá
Thjórsá
Skjálfandafljót
Jökulsá á Fjöllum
Lagarfljót
Fljótsdalr
Fljótsdalshérað
Breiðabólstaðr
Hólar
Hofsós
Grafarós
Sauðarkrókr
Blönduós
Hólmavik
Stadarhöll
Bordeyri
Hvammstanga
Ísafjordr
Hornstrandir
Kaldrananes
Stadr
Arnarfjordr
Patreksfjordr
Breidifjordr
Faxa Fjordr
Hvalfjordr
Borgarfjordr
Hafnarfjordr
Grindavik
Krísuvik
Reykjavik
Hekla

SECTION II.

ICELAND.

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1.—Money, Measures, Weights.

The Danish Coinage, weights and measures are used throughout Iceland (v. p. 2). The Danish paper money will not be taken in the

interior. Silver can be bought in Reykjavik with a loss of about 5 per cent., but it is better to be provided with several pounds worth of two króner pieces on landing. English gold will be taken at a high discount by some of the Reykjavik merchants. 18 króner = 1*l.* sterling. (Note that 2 króner are equal to the old *rigsdollar*, 2*s.* 3*d.*). The only measure of length peculiar to Iceland is the *Thingmanna-leiðr*, or Journey of the Thing(Parliament)-man, equal to about twenty English statute miles.

2.—Passport. Custom House.

Passports are not required for British subjects travelling in Iceland. There is no examination of baggage on landing.

3.—Means of Communication. Steamers.

There are two lines of communication between Iceland and the rest of Europe.

The *Royal Danish Mail Steam Ships* make eleven voyages yearly between *Copenhagen* and *Reykjavik*, usually returning from 8 to 10 days later. The voyage lasts 12 days in ordinary weather. Sometimes the steamers stop only at *Leith*, and *Thorshavn*, the capital of the Faröe islands; at other times they go round Iceland, touching at *Eskifjord, Seydisfjord, Vopnafjord, Husavik, Eyjafjord, Siglufjord Saudakrog, Skagestrand, Isafjord, Œnundsfjord, Dyrefjord, Arnefjord, Patriksfjord, Flatey, Stykkisholmr*, and *Reykjavik*; and in returning take some of these places in the reverse order; that is, in going they sail round the E., N., and W. sides of the island from E. to W. and in returning from W to E. (*Vide* red line on map). There is no port on the S. Coast, nor is it penetrated by a single fiord. In 1882 the dates of departure of the steamers from Copenhagen were—March 1st, April 15th, May 5th and 27th, June 16th, July 2nd, 19th and 31st, August 28th, September 29th, and November 9th. These vary but slightly from year to year. Sometimes, as in 1882, the Arctic ice drifts southward to such an extent that the northern ports are inaccessible. An occasional call is made at the Westmann Islands.

The fares between *Copenhagen* and the *Faröe Islands* are—1st cabin, 4*l.*, single, 7*l.* 5*s.* return; and between *Copenhagen* and *Iceland*, 5*l.* single, and 9*l.* return. Between *Leith and Iceland*, 5*l.* single, 8*l.* return.

Passengers may carry 100 lbs. of luggage free. Provisions on board,

without wine and beer, 4*s.* 6*d.* daily. Information as to times of sailing &c., may be obtained from *Messrs Geo. V. Turnbull and Co., Leith.*

The Leith and Iceland Steam shipping Company usually makes 5 or 6 voyages in the year, in connection with the trade in ponies and sheep. In 1882 the departures from Granton were made on June 20th, July 6th and 21st, August 10th and 26th. The voyage to Reykjavik, if direct, takes 4 days in fair weather; but if the route is by the E. side of the island and northern ports are touched at, it may be extended to 9 or 10 days. Three of the 5 voyages are made to Reykjavik direct; the others by way of Húsavik and the N. coast. Sometimes several voyages are made in September and October to the N. and E. coasts. The fares—are 1st cabin, 5*l.* single, and 8*l.* return, available for the season. Provisions on board, exclusive of wine and beer, 6*s.* a day. Information as to times of sailing, &c., may be obtained of *Messrs R. and D. Slimon*, 41, *Shore, Leith.*

4.—Climate. Time for Visit.

There has been much discussion as to whether the Gulf Stream washes the S.-W. coasts of Iceland; at all events the climate is, as a rule, far less rigorous than one might suppose from the latitude. The mean temperature at *Akureyri* is 32° F.; mean of the summer, 45° F.; and of the winter, 20° F. At *Reykjavik* the annual mean is 39° F.; of the summer, 53° F.; and of the winter, 29° F. At *Stykkisholmr*, in the middle of the W. coast (N. Lat. 65° 4′ 44″), observations were taken for 26 years (1845–1871), and the highest January mean was 38° F.; and the highest July mean was 53°·1; while the lowest January mean was 17·2°, and the lowest July mean was 44·2° F. The mean of the 26 years was 37° F.; but in 1866 it fell as low as 29·7° F. During that year Spitzbergen ice surrounded the island on the N. and N.-E. coast from January till September, and its influence was felt in a depression of the mean annual temperature to the extent of 7·3° F. The mean barometric pressure was 29·602°. Average rainfall, 26·81 inches. Amount of melted snow, 7·43 feet, as a mean of twelve years, and the snowy days averaged 82 per annum. The severest snowfall occurred in 1868, when it began on January 15th and lasted till the end of March. Fogs are common on elevated ground, and among the southern hills (as at Krisuvik) a great deal of rain falls. Snowstorms of long duration and gales are not infrequent during winter. Thunderstorms occur in winter, and the Aurora Borealis is often visible. In summer the air is often marvellously clear, so that

distant objects are seen with extreme distinctness. The air is very pure and invigorating.

July and *August* are the best months for visiting Iceland. Extreme limits should be between June 21st and September 21st.

5.—Travelling in the Interior. Ponies. Guides.

The interior of Iceland is a table-land sloping towards the N. and S., with a mean height of nearly 2000 feet. There are vast stretches of volcanic sand, lava fields, and rugged desert tracts. Mountains and ice-hills (*jökulls*) often stand out from these wildernesses. There are scarcely any roads, properly so called, and consequently no wheeled vehicles. In the fjords leaky boats are the means of conveyance; and for all inland purposes of traffic, and travel, small hardy ponies of the Dartmoor or Shetland type are employed. Pony tracks traverse the island in many directions. A pony will carry a burden of about 200 lbs. 25 miles a day; and a traveller with two good ponies can make from 35 to 40 miles a day. If a tour is to extend over a month it is better to buy ponies. Pack-ponies cost 4*l.* a piece and riding ponies 7*l.* to 8*l.* They can be sold again, at a considerable reduction, on returning to the place from which they were taken (usually Reykjavik or Akureyri). If, on the other hand, the tour is for less than a month, ponies may be hired at 2 krs. (2*s.* 3*d*) a day, and in some country districts for 10 krs. a week, or 30 krs. a month. A small fee is paid to the farmer at whose house a traveller stops, for permission to pasture his ponies. One traveller requires 6 ponies—2 for himself, 2 for his guide, 1 for the tent, and 1 for food and clothing. Two persons will require 10 ponies; three, 15 ponies, and four, 20 ponies.

A guide is quite indispensable. His charge will be 5 or 6 krs. a day. This *includes* his board and lodging. The guides usually know a little English; some speak it well. It is advisable to have a written agreement, if the tour is long, or through a very unknown part of the island. The traveller cannot do better than write to

Herra Geir Zœga,
Reykjavik,

by two mails previously, telling him exactly what he wants. He will supply him with guide, ponies, riding and pack-saddles, and will probably himself make all arrangements for, and be able to accompany him through, Route 2—to Thingvellir, the Geysirs and Hekla.

6.—Outfit. Clothing. Boots. Waterproofs. Tents. Boxes. Provisions. Guns. Fishing-tackle. Sundries.

In a country like Iceland, where there are no inns, and where all traffic is carried on by ponies, it is a matter of much importance to consider carefully before starting what will be most essential to the traveller. In the interior only a very little luggage is possible, and the bulk of one's belongings must be left on board the steamer to meet the traveller on his return; or, if practicable, it may be left by the steamer at the place of his ultimate destination, usually Reykjavik.

Clothing.—Two strong well-made suits will be required—one to be worn, the other to be carried. Thick compact tweed, dark in colour, is the best material; or thick blue serge. The buttons must be put on with double sewing, and there should be plenty of pockets—one breast-pocket lined with oiled silk. The coats should be double-breasted, or of the pea-jacket pattern, and lined with wool; waistcoats to button up round the neck if required; trousers of some well-wearing material double-seated, and double along the inside of the leg, to prevent their wearing through while riding; several flannel shirts, jerseys, woollen stockings, gloves, both woollen and thick leather, and plenty of pocket handkerchiefs. A few needles, buttons, pins and some strong thread will be found useful; also two rough towels, and half-a-dozen napkins.

Boots.—A pair of thick laced porpoise-hide boots with nails in the soles, perfectly easy for climbing, will be most useful; and a pair of easy waterproof boots of the kind supplied to the last Arctic expedition; stout but easy leather slippers.

Waterproofs.—A long Mackintosh of stout waterproofed tweed is *necessary.* It should have a case to be strapped behind the saddle, or it will very soon rub into holes. A complete suit of yellow oilskins (readily procured at Leith, near the starting-place of the steamers) is cheap, not bulky, and for very rough weather most useful. It must be borne in mind that rivers have constantly to be forded in Iceland; that it sometimes rains violently for many hours, and that there is no means of drying one's clothes except in the sun. Every precaution therefore ought to be adopted to avoid getting wet through. A pair of well-fitting stout waterproof *waders*, going quite up to the thigh, or fishing trousers, are the best things for Iceland travel. They are far less clumsy than they look, as may be proved by the fact that the writer ascended Mount Hekla without difficulty while clad in them. They are always warm and comfortable in the midst of rain or of a glacier river, and at night they easily pull off, and quickly get dry. A stout waterproof sheet, about 9 ft. by 4 ft., is necessary to sleep upon in a tent,

and is otherwise very useful. A pair of goloshes is sometimes useful for walking over lava beds on mountains.

Tents.—A tent is a cumbrous thing to carry far inland on a pony, and it takes some time to erect and take down; but the possession of it makes a man thoroughly independent, and for travel in the less-known interior it is of course necessary. A light strong tent may be procured from Messrs. Edgington, or from William Calder, 21, Commercial Street, Leith. It is sometimes possible to hire one from Messrs. Slimon of Leith, or at Reykjavik; and for the Hekla and Geysir expedition (Route 2), an arrangement may be made with Geir Zœga to supply tents.

A "Garnet Wolseley" sleeping sack, obtainable (with many other requisites for tent life) at Messrs. S. W. Silver, of Cornhill, will be found very useful. It is scarcely necessary to take saddles and pack-saddles from England, unless a long tour is projected.

Boxes.—Provisions and clothing must be carried in boxes adapted to the pack-saddle commonly used in Iceland. They should be light, strong and watertight, 2 ft. long, 16 in. deep, and 1 ft. broad, inside measurement, the lid curved to let the rain run off; the sides, ends and bottom of one piece of wood each, and dovetailed at the corners. They should be lined with zinc, and a piece of waterproof cloth should be placed on the top of everything and firmly pressed down before closing the lid. Everything must be jammed into them so tightly that there is no possibility of their moving, even if the box is thrown down violently upon a rocky surface. These boxes may be hired in Reykjavik or Akureyri, or made by Calder of Leith, or by any good carpenter. They require good hinges, and should fasten by a hasp and brass padlock. Each traveller will require two—one for provisions, and one for clothes.

Provisions.—The quantity, of course, will be in proportion to the length of the tour. The most useful things are pint tins of thick vegetable soup (that called *Hotch-potch* by the Scotch, particularly suitable), American corned-beef in 4 lb. tins; tongues, tins of pressed and preserved vegetables, bacon, cheese, plenty of biscuits, tinned patés, salt; plates, cups and a saucepan of enamelled iron; knife, fork, spoon and corkscrew. Some bottles of good Scotch whisky. A supply of French chocolate for eating will be found most useful; it takes up very little space, and is very nutritious. During a hurried journey sufficient for luncheon with a biscuit or two can be carried in the pocket, and the necessity of opening the boxes thus avoided. A small paraffin cooking-stove is very useful but cumbrous.

When exploration is to be attempted of course other supplies are

necessary. Mr. W. L. Watts describes the preparation of *pemmican* (*Across the Vatna Jökull*, pp. 26, 27). For his own expedition of 6 persons, he took 100 lbs. pemmican, 50 lbs. butter, 100 lbs. Danish ship biscuits, 15 lbs. dried fish, 15 lbs. dried mutton, 12 lbs. gravy soup, 2 tins Julienne, 6 tins chocolate and milk, 2 lbs. cocoa, 4 lbs. sugar, 2 gallons of proof whisky, 1 gallon of spirit for burning, 5 lbs. of tobacco, 3 tins of Peek and Frean's meat biscuits. These provisions lasted for a fortnight, and the party travelled from Nupstaðr in the S. across the Vatna Jökull, to Grimstaðir in the N., a distance of 270 miles in 16 days, 12 of which had been passed in the regions of perpetual snow. During the last 2 days their provisions ran short.

Guns.—Mr. Lock recommends a ·450 or ·500 double express rifle, and a double twelve bore central-fire breech-loader. A special box should be constructed for the barrels, 2 ft. 7 in. in length, by 2½ in. deep, and 6½ in. wide. This will also take a fishing rod. The stocks, cartridges, &c., should be carried in another box.

Fishing-tackle.—A rod in seven joints 2 ft. 6 in. in length, packed in a box, is the most convenient. Rods carried in the ordinary way are very liable to be broken. The ponies sometimes run about wildly, and the boxes and other baggages collide. We have seen the stock of a rifle broken during the comparatively short journey between Thingvellir and the Geysirs. A good supply of lake-trout, and small grilse flies will be required for the trout, and any good salmon flies for the salmon.

Sundries.—A fine-meshed mosquito veil.* Some carbolic acid soap; some cording, leather straps, and string; chlorodyne; a box of Cockle's pills; some vaseline; some arnica; ammonia for insect bites; a stick of caustic; some sticking plaster.

7.—Cost of Travelling.

The tour from Leith to Reykjavik, thence to Thingvellir, the Geysirs, and Hekla, returning to Reykjavik (Route 2), and to Leith by the next steamer, including all expenses of every kind, costs no more than from 35*l.* to 40*l.*, and furnishes much variety: a sea voyage, a delightful taste of healthy gipsy life, mountain, lake and river scenery of a peculiarly wild character, and certain wonders of nature, such as the Geysirs and hot springs.

The ordinary expenses of two men travelling together in any part of

* Procured with other necessaries of travel at 181, Strand, London.

Iceland will scarcely exceed 1*l.* a day, divided in the following manner:—

Ten ponies, at 2 kr. a day	20 kr.
Guide, at 6 kr. a day	6 „
Pasture for ponies	1 „
Accommodation at farms	5 „
Cost of provisions, &c.	4½ „
Fording rivers, extra guide	1½ „
	38 kr.

38 kr. = 2*l.* 2*s.* 3*d.*

Baring Gould (Appendix E, p. 445, *Iceland: its Scenes and Sagas*) gives the expenses of his two months' tour, at 100*l.* 16*s.* 8*d.*; but this includes the purchase of a number of things, starting with "Tent, pack-saddle, pilch, hammock, &c., 14*l.*," and the actual expenses in Iceland were 64*l.* 4*s.* 6*d.* Burton (vol. 2, pp. 201–211) gives a very complete itinerary with expenses of a ten days' tour from Reykjavik, to Hekla, and the Geysir *viâ* Krisuvik. The share of each of two travellers for the ten days was 12*l.* When exploration is to be attempted, the expenses will be greater, because special provisions will have to be made, and several guides will be required. On the other hand, when a sportsman remains at one farm-house or in one district for some days the expenses will be less than stated above. Of course the payment will depend upon the amount of accommodation afforded, and if this is good the cost will exceed the amount stated above. A certain degree of delicacy is often necessary. We must remember that the farm-houses are not inns, and that travellers often put the hospitable inmates to much inconvenience.

8.—Farm-houses, Inns, and other Accommodation.

Churches, usually small structures of tarred wood, 20 to 30 ft. long, by 15 ft. broad, and 12 or 14 ft. high, were till lately used throughout Iceland as sleeping quarters for travellers, but owing to the behaviour of some people a few years ago in Thingvellir Church, permission to use them has been withdrawn by the Bishop. There are no inns in the interior of the island, and the one or two which exist in the principal coast villages are of the most primitive description. Accommodation may often be obtained at farm-houses or parsonages. Some of these, like the farm at Haukagil, or the capital parsonage house at Kálfatjörn, are comfortable clean places, and the hospitality and courtesy of the occupiers cannot be too highly praised; others, like the farm at Kalmanstúnga, are filthy beyond description. The traveller will in the

latter case live in his tent, and make use entirely of his own provisions. Capital coffee and cream, rye bread, and pancakes, can be usually procured at the farm-houses, also *skyr*, a kind of curds eaten with sugar. Eggs are very difficult to obtain. Trout and char can sometimes be obtained, also ptarmigan.

9.—Books and Maps.

It is scarcely more than a century ago that an interest was awakened in Iceland by the publication of Uno Von Troil's Travels, since which time a multitude of books have appeared. We mention those only which appear to recommend themselves as being serviceable to the intending traveller in the country.

Travels in Iceland during the Summer of 1810. By Sir G. S. Mackenzie. A fine quarto volume with coloured illustrations, not difficult to obtain, and full of information. The author was accompanied by Sir Henry Holland and Dr. Bright, who severally studied the history and literature, and the zoology and botany of the island.

Iceland: Journal of a Residence in that Island during the Years 1814 *and* 1815. By Ebenezer Henderson. 2 vols. 8vo. 1818. A capital book, which, on the whole, is more interesting than any other single book on the subject.

A very elaborate French work on Iceland and Greenland in 8 volumes, edited by M. Paul Gaimard, and costing £21, may be consulted in any good library.

Iceland: its Volcanoes, Geysers, and Glaciers. By C. S. Forbes. 1860. An interesting volume.

Iceland: its Scenes and Sagas, by Sabine Baring Gould. 1863. A most instructive volume, particularly to be recommended to the traveller.

The North West Peninsula of Iceland. By C. W. Shepheard. 1864.

Ultima Thule. A Summer in Iceland. By Captain R. F. Burton. 2 vols. 1875.

Across the Vatna Jökull. By Wm. L. Watts. 1875.

A Guide to Iceland. By W. G. Lock. 1882. Particularly useful to sportsmen.

If the traveller finds any difficulty in making a selection from the above, we do not hesitate to say that *Henderson, Baring Gould,* and *W. G. Lock,* are the three books which we should choose, as the most generally useful.

The *Icelandic-English Dictionary* of Messrs. Cleasby and Vigfusson (Oxford, Clarendon Press, 1869–75) is a valuable book, which has been

pronounced "the best existing dictionary of any Teutonic tongue." The *Icelandic Prose Reader* of Messrs. Vigfusson and Powell is also a very useful book.

Maps.—Charts are published by the English, Danish and French Admiralties.

Almost every book on Iceland has a map attached to it. A capital map of the island was published in 1844 in Copenhagen, in four sheets, each 22 in. by 17, and the work of Professor *Gunnlaugsson* and Major *Olsen*. The scale is 1 inch = 7·575 miles. It costs in Reykjavik 12 kr., unmounted; 22 kr., mounted in a case; and in England, mounted and in a case, 2*l.* 16*s.* 6*d.* A reduction of this map to half the scale, costs 7*s.*, and is the one most convenient for travel in the interior. It should be mounted on strong calico and varnished, and should have a waterproof case. No good geological map of the island exists.

Variation of the Compass.—A good compass should be taken, and if the traveller is unaccustomed to the use of it, he should receive instruction before starting, or from the mate of the vessel in which he sails. Mr. Coles (*Summer Travelling in Iceland*, Murray, 1882, pp. 255, 256) says: "The magnetic variation in Iceland is very great, being as much as 43° W. in the extreme W. of the island, and 34° W. on the E. coast, and as the error of the compass arising from this cause will vary by 9° or ¾ of a point, according as it is taken on the E. or W. of the island, I will give a rule for each locality." If the traveller is in the W. of Iceland "he would have to turn his compass box until the N. end of the magnetic needle was over *N.W.*, and then the N. *on the card* would be pointing true N., and as a consequence all the other points marked on the card would also indicate true bearings. If the same thing happened in the E. part of the island, the N. end of the magnetic needle would have to be placed directly over *N.W. by N.*, and then all the points marked on the card would indicate true bearings. . . . Should a compass of the ordinary card pattern be used, the following rules must be followed. In the W. of Iceland *true N.* is represented by N.E. on the compass, and in the E. of Iceland by N.E. by N."

10.—Historical Notice.

A viking, named Naddodr, while voyaging between Norway and the Faröe Islands in 860 A.D., was driven out of his course to the N.W. by a storm, and sighted Iceland, which he named *Snœland.* In 864 Garðar Svafarsson, a Swede, landed on the N. coast, where Húsavik

now stands, and built a house there; while in 868 a viking, named Flóki Vilgerðarsson, visited the island, and gave it its present name, because he found the northern coast surrounded by ice. In 874 two noblemen of Norway, named Ingólfr and Leifr, whose lands had been confiscated, sailed for Iceland, of the existence of which they had heard from Flóki, and settled in the south. Other emigrants followed. Between 890 and 900 Queen Aud, widow of Olaf the White, King of Dublin, accompanied by many followers, landed on the island, and established a colony there. Thus the colonisation took place both from the east (Scandinavia), and from the west (Ireland). In 1100 there were about 50,000 inhabitants. Christianity was introduced in 1000, and an ecclesiastical code was made in 1125. There were two bishoprics,—Skálholt and Hólar—and 175 parishes, two-thirds of which were under the jurisdiction of the Bishop of Skálholt. There were also nunneries and priories. The bishops were elected by the people.

In the earlier stages the chief erected a temple near his own house, and himself officiated as priest. His retainers lived around him, and he was their lawgiver, judge and king, possessing power of life and death. When the population increased, and many chiefs had arisen, a process of centralisation commenced. The chiefs met together in Council, statutes were framed, and a national Parliament (*Althing*) was assembled at Thingvellir in 929. Some years later it consisted of 145 members. In both the earlier and the later Sagas we have accounts of proceedings in the Althing, and many illustrations of the life of the period. Early in the thirteenth century some of the more important chiefs quarrelled, and a civil war, lasting from 1208 to 1222, was the result. A second civil war occurred between 1226 and 1258. Some of the disaffected chiefs sought the aid of Hákon, King of Norway, who annexed the island in 1262. Thus ended the commonwealth, which had endured for nearly 400 years.

When, in 1530, Norway was united with Denmark, Iceland also fell under Danish rule, and thus it has remained ever since. "The old life in the Commonwealth was turbulent and anarchic, but free and varied. It produced men of mark, and fostered bravery, adventure and progress. The great chiefs were indeed only greater franklins; but their wealth and comparative luxury gave them leisure and opportunities for culture which raised them as examples and leaders above their fellows; the pride of birth preserved a nobility of feeling, and high standard of honour, amid much of violence and chicane. But all this ceased now, and there was left but a low dead level of poor peasant proprietors without pride in the past, political interest in the present, or

ambition of the future, careless of all save how to live by as little labour as possible, and pay as few taxes as they could to their foreign rulers."

The government was transferred to the conquering nation; a governor was appointed, and the country divided into counties. Trade was carried on mainly with England. Everything degenerated, and the people became listless and apathetic. The country suffered also from severe epidemics, and from serious volcanic eruptions.

The Reformation took place between 1530 and 1575, comparatively peaceably, yet not without some struggle. The people have remained Lutherans ever since. The country was much harassed by pirates during portions of the 16th and 17th centuries; while early in the 18th no less than *one-third* of the population perished by the small-pox. Later in the century 10,000 persons perished by famine, and the sheep were smitten with disease. Several fearful volcanic eruptions also took place (1766 and 1783 the worst). During the present century things have improved. Trade has become more brisk, the vexatious monopolies have been abolished, and in January 1874 the present king of Denmark granted a new constitution to Iceland. The Althing, abolished in 1800, has been restored, and it now meets biennially in Reykjavik. It consists of 30 members elected by the people and six by the king.

11.—Language and Literature.

The author of the article on Iceland in the last edition of the *Encyclopædia Britannica*, tabulates the Literary History of the island into four periods:—The *Commonwealth*, extending between 870 and 1284, which is subdivided into the *Heroic Age* (870–1030); *Saga telling* (1030–1100); and the *Literary Age* (1100–1284). During the latter the principal sagas were written; Snórri and his school and Sturla flourished. In the second period, *Mediævalism*, extending from 1284 to 1530, Continental influence, chiefly Norse, prevailed; new Mediæval poetry was introduced, the old traditions died out, and in the latter portion or dark-age period (1413–1530) only mediæval poetry flourished. The third great period commenced with the *Reformation*, and the introduction of printing (1530–1575) was followed by the *Renaissance* (1575–1700); which was succeeded by the gradual decay of literature (1700–1850). In the fourth period is placed the partial recovery of Iceland, the introduction of modern thought and learning, the collection and propagation of learning by Icelandic scholars abroad, and the assumption of an Independence.

The *Saga* is the most prominent feature of Icelandic literature. It is usually the life of a hero, and bears resemblance to the Epic. Thirty-five or forty sagas relating to Icelanders remain. They were first told stories, and afterwards (1140–1220) written down. A great body of poetical works (*Eddas*) was also produced in the earlier periods of literature.

In the fourth century the Teutonic tribes all spoke one language; the Icelandic was a development of the twelfth century, and was modified during the 13th and 16th centuries. A few words of constant occurrence as prefixes or affixes, or otherwise, have been given below with their English meaning. The consonant þ, *Thorn*, has the same sound as *th* in English, as in *th*ought; and the modified d, Ð or ð, has the sound of *dh*, or soft *th*, as in ga*th*er.

dalr, valley.
fjörðr, firth.
fjáll, mountain.
fljot, river.
foss, waterfall.
hraun, lava stream.
heiði, a heath, usually a rocky upland.
hver, hot spring.
sira, reverend.
tún, enclosed fields round a farmhouse.
bær (pronounced *byre*), a dwelling.
vatn, a lake.
jökull, an ice mountain (ö pronounced *u*, as in murmur).
skriðjökull, glacier.
hólmr, a rocky island.
bóndi, a peasant proprietor.
hestr, a horse.
prestr, a priest.
kirkja, a church.
faðir, father.

12.—STATISTICS.

The habitable area of Iceland is at the outside 4000 square miles, or roughly *one-tenth* of the whole area. The population, according to the last census, was 72,000, or less than 2 per square mile on the total area, and less than 20 per square mile on the inhabited area.

There are 4 main divisions, which are divided into *Sýslur* (counties, or cantons); and subdivided into 169 *hreppar*, or poor law districts.

A Governor-General is appointed by the King of Denmark; under him there are two sub-governors—one for the S. and W., and one for the N. and E. Then there are *Sýslumenn*, or sheriffs, who are notaries, magistrates and tax-gatherers; and the sheriff has an assistant in every *hreppur*, called a *hreppstjori*. There is an appeal from the sheriff to a superior court of three judges, which sits in Reykjavik.

The population in A.D. 1100 is believed to have been 50,000, in

1770 it had only increased to 60,000; in 1783, owing to famine and volcanic eruptions, it fell to 47,287, and in 1786 to 38,142; in 1801 it had risen to 46,240; in 1840 to 57,094; in 1860 to 66,987; and in 1870 to 69,763. In 1872 there were 33,102 males, and 36,660 females. In 1855 there were 203 priests and teachers; 47 Government employés; 170 people living on their means (the richest man in Iceland derives only £300 a year from his property); 29 men of science and letters; 7681 persons living by agriculture (supporting 81·23 per cent. of the entire population); 1066 people living by the sea; 226 mechanics; 285 pursuing no definite occupation; 1207 receiving alms; and 2 prisoners.

The State Church is the Lutheran. All Icelanders profess it. The Bishop is appointed by the King, and there are 290 churches and 141 clergymen. Education is in an advanced state. Peasants not unfrequently speak more than one language.

There is a college in Reykjavik with 7 professors, and about 100 students; a college for priests with 3 professors. Lectures are given to medical students. There is no law school.

The country is essentially agricultural, understanding by that term the rearing of cattle, sheep and ponies. Only 215 acres are under cultivation in the whole island. The haymaking is prosecuted with energy during the hottest period of the year. It sometimes lasts from the middle of July to the middle of September. The cattle in the island, according to the latest return, number 20,378; ponies, 31,312; and sheep, 415,339. Several hundred sheep and ponies are annually exported to Scotland. The ponies are small; they cost 3*l.* or 4*l.* apiece, and are mainly employed in Scottish mines.

There are no manufactures in the island. Spinning, weaving and knitting are carried on. The only mineral which is worked is *sulphur*. The late Dr. Hjaltalín (died June 5th, 1882), *primus medicus* of the island, and well known to all Icelandic travellers during the last 40 years for his immense cordiality and *bonhomie*, and his keen insight into the capabilities and resources of his country, was of opinion that iron could be profitably worked; that lime could be made, and hence stone houses built; and that some of the many mineral waters could be utilised medicinally.

The trade is almost entirely in the hands of Danes, and is mainly carried on by barter. There is very little ready money in the country. The chief exports are *Codfish* (6,000,000 lbs. annually); *train* and *shark liver* oil (9500 barrels); *wool* (1,500,000 lbs.); *feathers* (20,000 lbs.); and *eider down* (a valuable product) about 7000 lbs., annually. The imports are breadstuffs, groceries, spirits (chiefly corn-

brandy and rum), beer, tobacco, salt, wood and other building materials, hardware, and earthenware.

It has been asserted that if the fishing and other resources of Iceland were properly developed, it could support *eight* times its present population; but we consider this an over-estimate.

13.—Physical Geography and Geology.

Iceland is partly within the E. hemisphere, and partly within the W. The meridian of Ferro cuts it in twain. It extends from 63° 23′ to 66° 33′ N. lat., and from 13° 22′ to 24° 35′ W. long. Extreme length, 300 miles; breadth, 200 miles. Area, 39,200 square miles, i.e. 5 times larger than Sicily, and one sixth larger than Ireland. The Arctic Circle just penetrates the island on the N.E. coast at Rif. The island is 240 miles from Greenland, 500 from Scotland and nearly 650 from Norway. About 5500 square miles are *jöklar*, or high lands covered with snow and ice; the *Vatna Jökull* alone is believed to cover an area of nearly 3000 square miles (exceeding the size of Devonshire). The total area of pasture and moorland has been estimated at 15,000 square miles; there is scarcely any arable land. The sand and lava deserts occupy nearly 9000 square miles; and the remaining 10,000 square miles are mountains of altitudes varying from 2000 to 6426 ft. *Twenty-seven* mountains exceed 3100 feet; the highest are *Öræfajökull*, 6426; *Snæfell* (in the S.E., north of the Vatna Jökull), 5964; *Eyjafjallajökull*, 5593; *Herðubreið* 5447; and *Hekla*, 5108 ft. The snow line is between 2500 and 3000 ft. Among the mountains there are a great number of extinct volcanoes and several active ones. Twenty-five have been active since the colonisation of the island, 1000 years ago, and some of the eruptions have been of prodigious violence. In 1766 a column of ashes was ejected from Hekla to a height of 3 m. In 1783 one of the most violent eruptions ever recorded in any part of the world took place from or near the Skaptárjökull. Two lava streams, one of 50 m. in length, and the other of 40, and from 12 to 15 m. in breath, and from 100 to 400 ft. in depth, flowed from it. The lava covered an area of over 400 square miles (nearly that of Bedfordshire); *one-sixth* of the entire population of the island were directly or indirectly destroyed, and nearly one half of the live stock.

The S. coast is unbroken by bays or fjords, and there is no anchorage. The W. coast (especially the N.W.) is extremely indented, as is also to a less extent the N. and E. coasts. Some of these bays are 60 miles long, and some of the fiords 45. The centre of the island is

high ground, averaging nearly 2000 ft. above the sea. This is made up of mountains, jökulls, lava and sand deserts, moorland, marsh, bog and pasture land. There are no trees. A few tracts are covered with the dwarf birch. There are numerous fine rivers and waterfalls. Among the former may be mentioned the *Thjórsá*, the *Skjálfandafljot*, and the *Jökulsá á Fjöllum*, each more than 100 m. in length; the *Hvitá* (white river), a common name for a glacier river, on account of the milky appearance of the water; the *Blanda*, and the *Heraðsvötn*. The principal waterfalls are the *Dettifoss*, the *Goðafoss* (Route 5), and the *Gullfoss* (Route 2). There are four large lakes, and a great number of small ones. *Thingvallavatn* (Route 2) and *Myvatn* (Route 5) are the largest. The Thjórsá falls 2000 ft. in 60 m. and carries down a vast volume of water from the central jökulls. Upwards of 200 warm springs exist in the island—some acid and siliceous, others alkaline and siliceous. *Geysirs* are springs which discharge hot water; *reykirs* are hot steaming quiescent pools; *laugs* are warm springs; *hver*, *náma* and *ketill* are terms applied to boiling pools of mud or water, the *náma* usually giving off sulphurous gases. The *Öl-keldar* is a spring of water highly charged with carbonic acid.

According to Paijkull's *Geologisk Karta öfner Island*, more than two thirds of the island consists of *basaltic tufa*, through which here and there *trachyte* protrudes. The districts to the S. of Myvatn, and S. of the Langjökull and Hofsjökull, contain a great deal of *palagonite tufa*. *Lava* appears around Hekla, in the Gullbringu Sysla, and in the Ódáðahraun; *alluvium* along a stretch of S. coast between Dyrholaey and Stafafell, and smalls deposits of Surtarbrandr at various points along the W. and N. coasts.

14.—Shooting, Fishing, Geologising and Exploration.

Under any circumstances a tour in Iceland involves a good deal of discomfort, and roughing it in a manner to which few travellers are accustomed; hence it happens that the comparatively small number of persons who visit its shores usually do so with some definite object in view, other than simple change of air and scene. The principal objects are sport, geology or exploration. Others go from a fondness of the scenery or literature. Those who go without any special interest in anything are likely to be disappointed.

Capital notes on the sport in Iceland have been contributed from time to time to the *Field* by Mr. W. G. Lock. The following are some of his remarks.

Shooting.—Swans, several varieties of geese, and of ducks, teal, whimbrel, plover and snipe are met with in Iceland till the end of August. Woodcock are never seen. Grouse are very plentiful; chiefly ptarmigan, which about the end of August seek a greater elevation (2000 feet or above), where there are patches of snow. The best grouse moors are said to be—in the N.E. *Hvammsheiði*, S. of Húsavik; the moorland W. of the *Skjalfandafljot* from Thingey southwards for 8 miles; the valleys W. of the mountain range *to the N. of Reykjahlið*; and the moors around *Svartarkot* and *Gaðr*. The *Viðidalsfjall* W. of the Vatnsdal is one of the best places in Iceland for grouse. (See 4th and 5th day, Route 4.) In the S. grouse may be found in the neighbourhood of Thingvellir, and in the low underwood which covers portions of the plain of the Vestri Ranga between Burfell and Hekla. Wild fowl may be shot on the *Fiskivötn* and *Arnarvatnsheiði*. (See 5th day, Route 4.) By a recent Act of the Althing there is a close season, lasting from the beginning of April to the 20th of August. Three small herds of reindeer exist in Iceland. Their progenitors were brought from Norway in the middle of the last century. The largest herd is said to contain 200, and to inhabit the fjelds S.W. of the *Lagarfljot* and N. of the eastern *Snœfell* (i.e. in the territory due E. of Askja, and S. of Moðrudalr). A second herd inhabits the mountain range N. and S. of Krafla; while the third is found in the range of volcanic mountains running N.E. from Krisuvik to Thingvallavatn (Route 3). Seals are private property, but permission to shoot them is sometimes given by the farmers.

Fishing.—Right to fish in the *Elliðaarvatn*, 3 hrs.' ride from Reykjavik, may be purchased for 10 kr. a day from Herra Thomsen, a Danish merchant living in Reykjavik. In the *Minni Laxá*, and *Stœrri Laxá*, near Hruni parsonage (5th day, Route 2), salmon and sea trout may be caught with the permission of the owners. An offer of payment should always be made. *Laxá* means salmon river, and we find the name all over Iceland. Wherever a river bears it, salmon is to be found, and the guide will always be able to ascertain if permission to fish in it is obtainable. Also in the *Fiskivötn* (Fish lakes), between Kalmanstúnga and Grimstúngur (Route 4, 5th day), there are abundant char and trout. *Thingvellir* lake contains plenty of char.

Geologising.—From a geological point of view Iceland is particularly interesting: the numerous records of both ancient and modern volcanic action, the active volcanoes, the palagonite and tufaceous rocks, the geyserite, and other geysir products, the rare minerals, such as epistilbite and Iceland spar, the surtarbrandr, and the sulphur fields, all afford interesting studies. In the works of Bunsen, Paijkull,

Von Waltershausen, and Johnstrup (for the most part unfortunately buried in the proceedings of Danish, German or Swedish learned societies), the traveller will find abundant discussion of the most interesting locality, as regards volcanic action, in the world.

Exploration.—Some will visit Iceland for purposes of exploration. They cannot go with a better object in view. Many portions of the island are but partially explored, and many peaks and jökulls have never been ascended or crossed. Mr. Watts' *Across the Vatna Jökull* is the book for such aspirants, to be followed by other records of exploration in the northern world. An account of a journey across the Sprengisandr in 1881 will be found in *Summer Travelling in Iceland.* By John Coles. (Murray, 1882.)

15.—Skeleton Tours.

(The traveller is particularly recommended to trace out on the accompanying map each of the following routes.

Route 1. *Leith to* **Reykjavik,** *touching at the* **Faröe Islands.** Pp. 132–134.

Route 2. **Thingvellir, Geysirs, Hekla.** *The most popular route.* 12 *to* 16 *days, or, including the voyage to and from Leith,* 3½ *weeks; middle of August.*

Reykjavik to Thingvellir by the Mossfellsheiði; Thingvellir to the Geysirs, by Laugavatn and the Bruárá; the Geysirs to Gullfoss, the Hvitá, and Hruni; Hruni to Galtalœkr Farm; Ascent of Hekla; Galtalœkr to Eyrarbakki; Eyrarbakki to Reykir across the Ölfusá; Reykir back to Reykjavik by way of the Hellisheiði. Pp. 134–138.

Route 3. **The S.W. Peninsula.** 4 *days* 3 *nights.*

Reykjavik to **Krisuvik;** along the S. coast by Stačr to **Cape Reykjanes;** returning to Reykjavik by Kirkjuvogr, **Kalfatjörn** and Hafnarfjordr. Pp. 139–141.

Route 4. *Across the island from* **Akureyri** *to Reykjavik.* 8 *or* 9 *days.*

Akureyri to Bægisa; through the **Öxnadalr** to Silfrastačir; across the Hérsðsvötn to Anokula; **Haukagil;** across the Viðidalstúnguheiði to Kalmangstúnga and the **Surtshellir Caves;** Kalmanstúnga to Thingvellir, and back to Reykjavik Pp. 141–143.

ROUTE 5. **N. E. Iceland** *and the volcano* **Askja.** *About 3 weeks, late July or August.*

Akureyri, Ljosavatn, Muli, and the **Goðafoss waterfall**; Húsavik, **Uxahver** (the northern Geysirs), Asbyrgi, the **Dettifoss waterfall**, Reykjahlith; the solfatara around Reykjahlith; Leirknukr, **Krafla**, and Hrafntinnuhryggr; Skutustaðir, Svartárkot, the **Ódáðahraun**; **Askja**; return to Akureyri by Svartárkot and Stóruvellir. Pp. 143–146.

ROUTE 6. **The N.W. Peninsula of Iceland.** *About a month, late July or August.* (*Not particularly recommended, unless the traveller has some special reasons for wishing to visit it.*)

Reykjavik to Reynivellir; Glymrfoss, Lundr, and the hot springs of Reykholt; Stafholt, Staðarhraun, and Miklaholt; the volcano **Eldborg**; Buðir; the basaltic caves of **Stapi**; the **Snæfells Peninsula**; the Snæfells Jökull; Olafsvik, Grundarfjord, Helgafell, and Stykkishólmr; Thorsnes, Breiðabólstaðr, Hjarðarholt, and Bordeyri; the N.W. Peninsula; Guðlangvik, Berufjordr, Kirkjubol, Hamar, Isafjordr; ascent of the **Dranga Jökull**; Os; Surtarbrandar formations; return to Bordeyri; thence by boat to Reykjavik or Leith direct; or by land to Reykjavik; or to Akureyri. Pp. 147–148.

OTHER ROUTES.

Across the **Sprengisandr.** *Along the* **S. coast to Berufjordr.** *Across the* **Vatna Jökull.** *The* **Vatnajallavegr Route.**	Pages 148, 149.

ROUTE 1.

LEITH TO REYKJAVIK, TOUCHING AT THE FARÖE ISLANDS.

Leith (see *Handbook for Scotland*). The steamer usually sails in the afternoon or evening from Leith or Granton, the Firth of Forth is traversed, Fife Ness rounded, and the Bell Rock lighthouse soon after sighted. Montrose, Stonehaven, Aberdeen, and Peterhead are passed in succession as the steamer keeps her course a few miles from the coast. Later we pass either through the Pentland Firth, or between the Orkney and the Shetland Islands. Nearly two hundred miles to the N.W. of the Shetlands, and probably at the end of the second day out of Leith, the Faröe Islands are sighted, if, as is rarely the case, they are not enveloped in fog. The Danish mail steamers invariably stop at *Thorshavn*, the capital, both in going and returning.

The **Faröe Islands** (N. lat. 62), are 35 in number; 17 are inhabited. *Strömöe* is the centre, and the seat of the capital, *Thorshavn*. The total area of the islands does not exceed 500 square miles; and the inhabitants scarcely exceed 11,000. The country is mountainous, and the elevations range from 1000 to 2800 ft. The prevailing rocks are trap and basalt, which furnish some interesting minerals, particularly Zeolites. A few thin seams of coal occur. The trap rocks (*trappa*, a stair) rise in a succession of grass-covered terraces, affording good pasturage for sheep, which were introduced by the early "Westman," or Irish settlers; and found in abundance by the Norwegians in the 9th cent. when they colonised the islands. Hence the name *Faroër* (*Fær*, sheep; *oër*, isles; but Landt says the name means the *Far-away* Islands). Sheep-farming and fishing, are the principal industries of the colony. It belongs to Denmark, and is represented at home by a National Legislative Assembly, called the *Lagthing*, and in Denmark by a representative member.

The islands are surrounded by open seas in all directions; the distance to Norway is over 400 m., to Iceland over 300 m. They are very bleak, and storm-swept, and heavy fogs frequently hang over them for days. "Their agricultural products are small, as, from the rocky character of the soil, most of the cultivation must be done with the hoe instead of the plough. Beside the pursuit of the cod and herring-fisheries, the taking of seals and whales is an important industry. When a school of dolphins are in sight, the joyful news is communicated by signal fires, and the boats, to the number of several hundreds, soon form a huge semicircle around the prey, driving them into shallow water with shouts and blows, where they are quickly killed by the excited crowd. The flesh is eaten fresh, and dried, and the blubber is converted into train-oil for food and various uses. Almost all kinds of sea-fowl, the gulls and cormorants excepted, are eaten, fresh, salted, or dried, as also are their eggs. They raise many cattle, ponies, and sheep, for which the fields are well calculated; from the latter, as in Iceland, the wool is pulled, instead of being shorn, the portions ready to fall being taken at each time. The people are healthy and long-lived, but they do not increase rapidly."

Strömöe contains 143 sq. m. *Thorshavn*, the capital, is the only town and seat of government. It contains nearly 1000 Inhab. The streets are narrow, crooked, and steep; the

houses of wood or turf, and thatched with turf. The traveller may land from the Danish steamer for an hour or two, but he will find nothing of interest to detain him. Burton says, "We left the Faröes with a conviction that its capital is one of the slowest places now in existence; the only possible excitement would be to buy a 560-fathom fowl-rope, and to dangle like the samphire-gatherer of dreadful trade over the bird-precipices."

Iceland will be sighted on the second day after leaving Thorshavn. The Danish steamer will probably call at the Westmann Islands (v. the map); afterwards Cape Reykjanes (Rte. 3) will be rounded, the Faxa Fjorðr will be entered, Snæfells Jökull will be seen far to the W., and presently the little black houses and the church of Reykjavik will come into view. The ship will anchor a few hundred yards from shore, and the landing will be made from one of the ship's boats at a small wooden jetty.

Reykjavik (*Inns:* There is no inn in the European sense in Reykjavik, and the traveller must not expect the conveniences of larger and more southern towns. *Halberg's Inn* is the best, and by writing to the proprietor by the previous mail, a fairly comfortable room may be secured. *Alexandra Hotel*, Jespersen; on the Strand. Or the traveller may occupy his berth on board the yacht or steamboat during the one or two nights that he remains in Reykjavik. But if he wishes to stay there for several days, he should write to Geir Zœga by the previous mail, and ask him to procure accommodation in a private lodging-house. These houses are clean, the people civil and obliging, and the charges moderate).

Reykjavik, said to have been founded by Ingolfr in A.D. 877, has a population approaching 3000, and is the residence of the governor, bishop, chief judges and other officials. It is situated in the S.W. of Iceland, on a headland which projects into the Faxafjorðr, and the harbour is protected by the headland on the S.W., and by three small islands, *Akrey*, *Engey* and *Viðey* on the N. The houses are mainly constructed of wood, and there are three streets parallel with the quay, several streets at right angles to these, and a square, in the centre of which is a *statue of Thorvaldsen*, who was of Icelandic descent. The principal buildings are the *Cathedral*, the *Parliament House* for the biennial meetings of the Althing, the *Latin School*, the *Hospital*, and the governor's house. There is, in the Althing House, a *Museum* containing some interesting antiquarian remains, and a *Library*, in which are preserved some old MSS. and a copy of the first Bible printed in the Island, at Hölar, in 1584. There are several *general stores* in the town, in which almost anything can be procured; a *post-office*, a bookseller, a druggist, and several harness-makers.

An *English Consul* resides here, and English is much spoken.

The Danish merchants are very obliging, and will supply many requisites for travel, and also change English gold into króners. Permission to fish in one of the streams near Reykjavik is sometimes given by application to the owner.

In the *Cathedral* there is a *font* sculptured and presented by Thorvaldsen; and in the *Museum* some jewelled crucifixes, and embroidered vestments from Skálholt Cathedral.

The autumn sunsets seen from the rising ground to the W. of Reykjavik are often very beautiful, and the aurora may not infrequently be witnessed.

Two miles to the E. are some hot springs from which Reykjavik (*Reekwick*) takes its name. The islands in the harbour may easily be visited.

Viðey is the most interesting. It contains a *chapel* which belonged to a monastery founded in 1226. Great numbers of *eider ducks* breed in the island, and they are rigorously protected by law. The down is worth from 12*s.* to 18*s.* a lb. according to the season.

Bessastaðir, to the south, is less than 2 hrs.' ride from Reykjavik, and is worth visiting. The church is curious, and a large building in its vicinity was formerly used as the college.

Snæfells Jökull (4713 ft.), although 70 m. distant, is a very striking object as seen in the clear evening light from Reykjavik.

ROUTE 2.

From 12 *to* 16 *days.*

REYKJAVIK TO THINGVELLIR, THE GEYSIRS, GULLFOSS AND HEKLA, RETURNING BY EYRARBAKKI, REYKIR AND THE HELLISHEIÐI TO REYKJAVIK.

1*st day. Reykjavik to Thingvellir.* The start for Thingvellir should not take place later than 10 A.M. It is difficult to estimate distances, where there are no roads, and where the bridle-paths wind round the base of mountains. In this day's journey moreover a stream bordered by morass has to be frequently forded. Captain Burton estimates the distance between Reykjavik and Thingvellir at 24 direct geographical miles, and 35 indirect statute miles. The journey lasts from 8 to 10 hrs.

For a few miles out of Reykjavik there is a made road; the *Láxa* is forded, and the path winds upwards among hills with small lakes on either side. Looking N.W. we see the *Snæfells Jökull*; nearly due N. the *Esja* mountains; and to the W. the Faxafjörðr. Soon after the *Hafravatn*, the largest of the neighbouring lakes, is skirted, and we enter the *Seljadalr*. A halt is usually made here for luncheon, and to pasture the ponies.

A stream, bordered on either side by marshy ground, is presently reached, which is nowhere more than knee-deep in summer. In order to avoid the morass, the bed of the stream is followed, and the latter has to be forded some 20 or 25 times. Progress is here very slow. The bridle-path is again taken up, and we skirt the S. and S.E. base of *Grimmansfell.* We are now about half way to Thingvellir.

As we proceed, two lakes, *Leiruvogsvatn* and *Geldingatjörn*, are passed on the left, and we enter a stony barren waste called the *Mosfellsheiði* (Mossfell-heath), which it takes at least 1½ hr. to cross. The Thingvallavatn, the largest of Icelandic lakes, covering an area of nearly 40 square miles, comes into view; and we presently halt at the edge of a vast rift, more than 2 m. in length — the *Almannagjá*, or All-Mensrift. We descend by a steep causeway to the bottom of it, ford the *Öxará*, and find ourselves close to the Thingvellir Church and parsonage.

2*nd day.* **Thingvellir** (lit. *Plains of the Council*, because the Icelandic Parliament met here for several centuries) is a depressed space nearly 4 m. long by 4 m. broad, enclosed for a portion of its length between two volcanic rifts—the *Almannagjá* and the *Hrafnagjá* (Raven's Rift)—probably the result of subsidence. They run N.E. between Thingvellir Lake and Armannsfell, and enclose a tract

full of small crevasses, and covered by a very scanty vegetation. Between the two main rifts, a great fissure divides into two branches, enclosing an oval mass of rock, called the *Lögberg*, or Hill of Laws. It is surrounded on all sides by deep volcanic crevasses containing clear water, and upon it formerly the Althing, or Parliament, assembled, while the people stood over against them on the Allmen's rift, and watched the proceedings.

The traveller will find abundant occupation for a day in visiting places of interest in and around Thingvellir: the *waterfall* to the N.W., formed by the Öxará; the *lake* to the S.W.; the *Lögberg*, and the *church*.

In 1878 the church was used for sleeping quarters, as was then universally the case throughout Iceland; but owing to the unseemly behaviour of some travellers in 1879 in this church, the Bishop has refused to allow them ever again to be used for the purpose. The priest of Thingvellir has enlarged his house, however, and has fair accommodation for several persons; if this is insufficient, a tent must be erected in the churchyard. Capital char may be caught in the lake, and this usually forms a staple dish at Thingvellir.

The Thingvellir *Church* is a tarred wooden structure, 24 ft. long, 15½ ft. broad, and 12 ft. high, containing three windows on each side. It might contain 50 people. The pulpit dates from 1683, and the altarpiece, which represents a Last Supper, is old. In the churchyard there is an *Ellstone*, a block of vesicular lava 4 ft. 9 in. in height, upon the cast face of which six lines are traced. It is said that formerly these served as standards of measure. They are respectively 21, 10½, 8, 7, 5, and 4 in. in length.

Near the S. extremity of the Thingvallavatn there is a range of hills, the highest of which is *Hengill* (a beetling crag). Columns of steam rise from different points upon its flanks, and a number of hot mineral springs are found in the vicinity.

3rd day. Thingvellir to the Geysirs. About 38 *m.* 8 to 10 hrs., including stoppages for luncheon and to feed the ponies. The start should take place not later than 9 A.M. Bridle path very rough. Progress slow at first. Cross middle crevasse called *Háflagjá;* then eastern rift, the *Hrafnagjá;* enter a bed of old lava; path ascends to over 500 ft.; three peaks visible on the left, the *Kálfstindar* (Calf peaks). Enter *Laugardalr* (Hot-spring dale); halt in a grassy valley to feed the ponies; push on to a farm-house near the *Laugarvatn;* halt for luncheon, and to visit the hot springs on the border of the lake. A good view of Hekla is sometimes obtained from this point.

After leaving Laugarvatn farm, we cross a streamlet; leave *Miðdalr* on the left, and arrive at the **Bruara** (the river of the bridge), a river which is shallow except in the centre of its bed, where there is a deep volcanic crevasse into which the waters from either side fall. The rift is crossed by a few wooden planks, over which the ponies fearlessly walk. During floods the bridge is covered by several feet of water, and the river must then be crossed by a boat, a little distance further down the stream.

A stretch of rough country now leads by the southern base of *Bjarnarfell* to *Laugarfjall;* a morass is crossed, and a small affluent of the *Túngufljót* forded. The Laug farm is seen on rising ground above, and a few minutes later the steaming Geysir fields come into view.

The tent should be pitched between the **Great Geysir** and the **Strokkr.**

4th day (and perhaps the 5th and 6th) will be spent in the vicinity of the geysirs, awaiting an eruption of the Great Geysir; irritating the Strokkr by doses of turf,

visiting the smaller geysirs, hot springs, mud pools, and extinct geysirs, and examining the rocks in the vicinity. A capital bird's-eye view of the geysir fields is given in Baring Gould's *Iceland, its Scenes and Sagas*, and in Coles' *Summer Travelling in Iceland*, while Prof. Bunsen, of Heidelberg, has examined the principal geysirs from the scientific standpoint, and has explained their action. They are situated at the base of a hill of trachyte in the midst of a marsh of hot mud, which is roughly 500 yards in length (N.E. by S.W.) by 150 in breadth. Altogether there are nearly 50 hot springs at *Haukadalr* (Hawkdale), some active, like the Great Geysir and Strokkr, others tranquil pools of boiling water, and others again full of boiling mud, coloured blue, or black, or red.

The Great Geysir issues from a siliceous mound of its own making, raised 30 ft. above the surrounding plain; the basin at the summit is nearly circular, 66 ft. by 58, and 4 ft. in depth; the tube in the centre is 10 ft. in diameter and 82 ft. deep. On the N. side of the mound a rivulet of warm and very soft water carries away the overflow. If the day is moderately warm, this furnishes a delicious open-air warm bath. The Great Geysir is very uncertain; generally an eruption takes place once in three days, although it is said that people have waited for seven, and even a fortnight in vain. Its power is evidently dying out. At the end of the last century it erupted six times daily. Usually a concussion of the ground, and loud subterranean noises herald an eruption. "Five strokes underground were the signal, then an overflow wetting every side of the mound. Presently a dome of water rose in the centre of the basin and fell again, immediately to be followed by a fresh bell, which sprang into the air full 40 ft. high, accompanied by a roaring burst of steam. Instantly the fountain began to play with the utmost violence, a column rushed up to the height of 90 or 100 ft. against the grey night sky with mighty volumes of white steam cloud rolling about it, and swept off by the breeze to fall in torrents of hot rain. Jets and lines of water tore their way through the cloud, or leaped high above its domed mass. The earth trembled and throbbed during the explosion; then the column sank, started up again, dropped once more, and seemed to be sucked back into earth." (*Baring Gould.*)

The *Strokkr* (Churn) Geysir is 44 ft. in depth, and 9 ft. in diameter at the top; the tube gradually contracts until at 27 ft. from the mouth it has a diameter of only 19 in. Water may ordinarily be seen violently boiling about 8 ft. below the mouth. By putting two or three score of large pieces of turf into the Stokkr, the narrow tube is blocked up, and an eruption speedily follows; the turf, churned up into mud, is ejected to a considerable height (commonly exceeding that of the Great Geysir), and jets of water follow in girandoles in rapid succession. The display sometimes lasts for 20 minutes, often for 10.

Blesi is a double pool of hot water, filling a cavernous structure, lined with pale pink siliceous sinter. It stands about a dozen yards to the N. of the Great Geysir. Meat may be capitally boiled in it, and it furnishes the hot water for coffee and the evening grog. Interesting specimens of *Geyserite* and *Palagonite* may be obtained from the geysir fields and the rocks to the N.

5th day. Haukadalr to **Gullfoss** *and Hruni.* Two and a half or three hour's ride nearly due W. from the Geysir fields brings us to the fine *Gullfoss* (Gold-fall) waterfall, where the river *Hvitá* falls from two opposite sides into a cleft. The river immediately above the fall descends

somewhat rapidly over a series of terraces, and narrows just before it plunges into the crevasse. The waterfall itself and the surrounding scenery are very fine, and should on no account be omitted from the traveller's programme.

After leaving the Gullfoss, a S.W. route is followed, between the Tungufljot and the Hvitá, as far as *Bræðratunga* Farm, where the Hvitá must be crossed by a ferry boat, while the ponies swim. The Hvitá, or White River, is a broad and deep glacier river, which flows from the *Hvitávatn*, and enters the sea near Eyrarbakki. A good deal of time is occupied on the banks of this river in saddling and unsaddling the ponies, and transferring all the baggage to the boat. Afterwards the *Minni Laxá* has to be forded, and a swamp to be crossed. A weary day's march brings us at length to *Hruni* (Ruins), where the hospitable priest, Jóhann Briem, is sure to receive the traveller very cordially.

6th day. Hruni to Galtalœkr Farm.—The valley of the Laxá is followed, and the river presently forded; 2 hrs. later the banks of the *Thjórsá* (Bull River) are reached, and the river crossed by a boat while the ponies swim. An hour and a half's ride nearly due S. brings us to *Stóruvellir* (Stourfields), the hospitable priest of which hamlet will tell the traveller all the local news and the latest particulars as to the condition of Hekla, the amount of snow, the prevalence of mists, the condition of the rivers, &c. A brisk ride over a flat plain strewn with pumice and volcanic ash, leads us to *Galtalœkr Farm* (Hogbrook), our quarters for the night. Here the tents are pitched, and a guide secured for the morrow. Accommodation moderate.

[Those travellers who wish to visit the scene of the eruption of 1878, which took place about 4 m. to the N.E. of Hekla, will take a guide from Galtalœkr, and spend the next day in exploring the new craters and lava fields.]

8th day. Ascent of **Hekla.**—(*Hekla*, hooded, in allusion to its mantle of snow.) The start should be made not later than 9 A.M. A guide must be procured from the *Næfrholt* (Birch-copse) *Farm* (5 or 6 króners). The ascent occupies about 5 hrs. The highest point (5108 feet) is the N.E. wall of the northernmost crater. The following account was written by the author after his ascent of the mountain on August 23rd, 1878: "We left Galtalœkr Farm at 9.40 A.M., taking with us Geir Zœga, our guide from Reykjavik, together with the occupant of the Næfrholt Farm. Having crossed the *Vestri Ranga*, we proceeded nearly due S., passed the Næfrholt Farm, near which we came upon the lava of 1845, and then passed over some very rough lava-strewn ground covered with volcanic ash, which concealed holes into which the ponies sometimes stumbled and fell. The lava of 1845 is covered with the same moss which we noticed on the old lava near the crater of 1878, which causes it to look much older. When the ascent became steeper we left the ponies. Distance to the foot of the steep incline about 7 m. from Galtalœkr. Followed the S. boundary of the lava field of 1845, until we reached a steep incline, which we ascended. Crossed a small portion of the old lava field, then a tract covered with volcanic ashes, and finally found ourselves at the bottom of a steep slope covered with snow, beneath which water was heard rushing downwards. The ascent of this slope without alpenstocks was not easy. Several other snow slopes were crossed, and we then found ourselves near the crater of 1845. Above this we saw a crater with a red smoking mound within it; then in succession the third and fourth craters, and beyond the

most easterly crater, a nearly level snow-covered waste full of lava blocks. From the most easterly extremity of this, which was reached at 2.30 P.M., we looked down upon the principal crater of 1878. The summit of Hekla is covered with much ash, sand and red pumice, together with lavas of every degree of compactness, from the most vesicular to obsidian. The descent over the snow slopes was troublesome, but we regained the spot at which we had left the ponies at 5 P.M. Hekla was ascended for the first time in 1770. The difficulties of the ascent have been much exaggerated subsequently. It is really a very easy mountain to climb, and the only thing to be dreaded is the descent of a thick fog while one is on the highest slopes of the mountain."

9th day. Galtalækr Farm to Eyrarbakki.—A very long day's journey. The start should be made at 8 A.M. The first rest will be made at Stóruvellir, where a guide to the other side of the Thjórsá should be procured. The river will be crossed nearly 20 m. S.W. of Stóruvellir, near *Kalfholt;* and a halt will be made at *Villingaholt*, on the W. side of the river. If the start has been late, or the ponies are tired, it will be well to rest here for the night. If not push on to *Eyrarbakki* (Beach-bank), which is about 16 m. from Villingaholt.

10th day. Will probably be spent at **Eyrarbakki,** where there is a capital store, the cultivated and genial proprietor of which will give the traveller any information he may require.

11th day. Eyrarbakki to **Reykir.** 4 hrs. About 12 m. The *Ölfusa* is crossed by a ferry at Laugardælir. A fine view of Hekla and the Southern Jökulls is seen to the E. if the day be clear. After crossing the river we skirt the southern base of *Ingolfsfjall*, and soon after arrive at *Reykir*, sometimes known as the Geysir in Ölfusa. Accommodation bad. Weather frequently rainy, even in the best seasons. Here there formerly existed geysirs as at Haukadalr, and 100 years ago they were in full activity, rising to a height of 70 ft.; but in consequence of an earthquake the geysirs became mere hot wells of water, into the clear depths of which one may look without fear of a scalding due to a sudden eruption. A variety of siliceous sinters may be found in the vicinity, and the place is interesting as furnishing an example of old geysir action. We are now due S. of the Thingvellir lake, and about 7 m. from it. Ingolfsfjall is on the E., Skalafell on the W., and the broad mouth of Ölfusa nearly due S.

12th day. Reykir to Reykjavik. A ride of 8 or 9 hrs. We ascend from Reykir to the *Hellisheiði* (Cave-heath), an elevated bleak tract of lava, worn and furrowed by ice, water and wintry storms. When the writer crossed it in August 1879, a fearful storm of wind and rain swept over its bare surface. The rain was rendered almost horizontal by the wind, and at intervals masses of fog drifted over the scene. We descend on the W. side by the *Hellisskarð* (Cave-pass), and return to Reykjavik by way of the Mossfellheiði.

It is obvious that although under favourable circumstances this round may be accomplished in 12 days, 14 or 16 will generally be preferable. It is the route which will find most favour with the majority of travellers, as it combines three of Iceland's greatest lions—Thingvellir, the Geysirs, and Hekla; and it furnishes every variety of scenery:—mountains, rivers, plains, elevated lava tracts, morasses and geysir fields. Those who desire to have a general glimpse of Iceland, and who wish to return by the next boat, cannot do better than follow this route under the guidance of Geir Zœga.

ROUTE 3.

THE S.W. PENINSULA. REYKJAVIK TO KRISUVIK, STAÐR, CAPE REYKJANES, KIRKJUVOGR, KALFATJÖRN, HAFNARFJORÐR, REYKJAVIK.

(Between 90 and 100 m.—4 days 3 nights.)

1*st day. Reykjavik.* Start not later than 10 A.M. Look well to waterproof arrangements. A violent downpour of rain is the rule rather than the exception among the sulphur mountains of Krisuvik.

2½ hrs. **Hafnarfjorðr** (Haven-firth), a small trading village with less than 500 inhabitants, at the head of the fjord which bears its name. Small inn, where coffee and Danish beer may be obtained. Excellent harbour from which the Krisuvik sulphur is shipped. Climate good. Some travellers have asserted that this ought to be the capital of Iceland. The Danish steamers usually go from Reykjavik to Hafnarfjorðr, returning the same day, and as the coast scenery is interesting, it will be well, if time permits, to make the excursion.

A cold dreary ride over a very rough field of old lava, with a barely discernible bridle-path, leads to the mountains of Krisuvik; the base of *Sveiluhals* is skirted for a short distance, and a steep path ascended. A multitude of small extinct craters appear; and as the eastern slope is approached, steaming solfataras come into view.

Kleifavatn (Cliff-lake), a gloomy lake bordered by masses of palagonite, is seen to the N.E. The path passes between a multitude of solfataras; the small iron-house of the manager of the sulphur works next appears, and afterwards the church.

Krisuvik (Crosswick). Accommodation extremely bad. If it rains hard, as it probably will, the tent had better be pitched under the lee of the church. The *sulphur mines* should be visited the same evening, or early the next morning. They are found on the N.E. slopes of the Sveiluhals, while the *Brennisteinfjoll* mines are on the S.E. The sulphur accumulates in cavities in the lava. Carbonate and sulphide of copper are also found.

It is believed that 250,000 tons of sulphur ore are in sight at the mines, and it contains from 32 to 75 per cent. of sulphur; while the copper ores contain from 3½ to 4 per cent. A company has been started to work the mines. The grand difficulty is that of transport, for although Hafnarfjorðr is only 14 m. distant, the lava-covered country is so difficult to cross that at present the sulphur is conveyed on the backs of ponies to the port. A railway would be a very costly undertaking through such a country, if not altogether impracticable. The solfataras give forth exhalations of steam, sulphurous acid, and sulphuretted hydrogen; the two latter decompose each other with the formation of water and sulphur. Burton says, "The scene is that of solfataras generally, a distempered land of disordered cuticle, bright red, brass-yellow, slate-grey, pink, purple, pale green, brown, black, and leprous white; the water is milky and slimy, and even the dwarf willow and juniper cease to grow." Forty-seven sulphur beds have been discovered. A full account of the deposits will be found in the *Journal of the Society of Arts* for January 17th, 1873, in a paper by Mr. C. W. Vincent. A long account of Krisuvik, accompanied by three coloured sketches, and a fourth representing Hafnarfjorðr, appears

in Sir George Mackenzie's fine quarto, *Travels in Iceland in* 1810.

Reindeer are sometimes seen in the vicinity of the Kleifavatn.

A short distance from the sulphur cauldrons there is a very deep tarn, formed in the cavity of an extinct crater.

The ride from Hafnarfjorðr occupies 5 or 6 hrs. Care should be taken that a competent guide is procured, as it is easy to lose one's way among the mountains, and the writer knew an instance of a party, who through the ignorance of their guide lost the way, and spent the night in great misery on the exposed heights of the Sveiluhals.

2nd day. Krisuvik should be left not later than noon, for *Grindavik Staðr.* The tract is still over rough lava, of which there are over 500 square miles in the S.W. peninsula. The S. coast line is followed for the latter part of the journey. Great quantities of drift-wood will be seen on the shore, and the writer saw in 1879 portions of the skeleton of a large whale. Quantities of water-worn stones, like those at Westward Ho, line the shore. Halt will be made at *Staðr,* and the tent pitched on the lee side of the church. The priest, Oddr Gislason, is a man of some acquirements. He speaks English well, and knows many parts of Iceland thoroughly.

3rd day. An early start (7·30 or 8 A.M.) should be made from Staðr. In 2 hrs'. time, over what has been called "the worst road in Iceland," **Cape Reykjanes,** the S.W. point of Iceland, will be reached. A great fissure, the *Hauksvörðugjá,* trends from Cape Reykjanes to the N.E.; the same line followed out to sea in a S.W. direction passed through the *Eldeyjar,* or Fire-islands, from 10 to 12 m. from the coast. Ten eruptions, the earliest in 1211, are recorded to have taken place in this district. During the eruption of Skaptár Jökull in 1783, a submarine eruption took place off Cape Reykjanes and *Eldey,* the nearest of the Fire-islands, was then formed. Skaptár Jökull is 150 m. from Reykjanes. The last eruption off the cape was on May 30th, 1879, near the Geirfuglasker island; an appearance "as of fire" was seen out at sea, ashes fell on the coast, and it was difficult to navigate the sea about Reykjanes on account of the smoke.

A lighthouse was opened at Cape Reykjanes in 1878. It is the only one in Iceland, and is lighted by paraffin lamps placed in the focus of parabolic reflectors. We take the following from our diary under the date of August 27th, 1879, in regard to this little-visited corner of Iceland. "The lighthouse-keeper said that we were the first visitors he had seen this year (and if so, probably the *last* also, on account of the lateness of the season); and that he had only had one visitor during the previous year. No houses were seen within many miles of the Cape; and the district was almost devoid of vegetation. The coast scenery is very fine; the rocks are worn away by the continued action of the sea into caverns and natural arches, and abrupt cliffs rise to a height of 500 or 600 ft. Snæfells Jökull, 76 m. away, stood out clear against the sky; while to the S.W. the Fire-islands were seen. A great number of siliceous springs stretch from Cape Reykjanes inland. They deposit pure white silica, which has been used, but not with much success, for porcelain making. It might be well to try it for the finer kinds of glass. The silica is in some cases deposited in a more compact and opal-like form; other deposits are coloured red and purple by iron. One of the cauldrons is larger than the others, and is full of boiling blue mud, which continually sputters and gives off clouds of steam. The rocks in the vicinity are much decomposed by the hot gases, and the completely decomposed

rock becomes a hot, soft, whitish, or red and white, tenacious mud, into which the foot sinks deeply. Steam bursts from the soil in many places, from crevices in decomposed volcanic rock, which can be found in every stage of decomposition. Bunsen has discussed the causes of these phenomena."

After leaving Cape Reykjanes the W. coast line is followed to *Kirkjuvogr*, a collection of several good farms; in fact the coast between this and Hafnarfjorðr is perhaps the most flourishing in Iceland; both the pasturage and the fishing are good. The district is called the *Gullbringu*, or gold-bringing. The route is continued by *Njardvik* to **Kalfatjörn**, a well-to-do village with a capital church and parsonage, and a most cultivated and hospitable pastor, Sira St. Thorarensen, who is very musical, and has lately prepared a new hymnal for Iceland. The parish contains 700 inhabitants, mostly fishermen, while the annexed parish of Njarðvik contains between 200 and 300. Thus the two parishes together contain nearly *one-seventh* of the population of the whole island. There is a service at Njarðvik every third Sunday. The poor are supported by their richer brethren.

4th day. Starting from *Kalfatjörn* at 10 A.M., Reykjavik is reached (by way of Hafnarfjorðr, where a rest is taken for luncheon) by 4 P.M.

The perfect volcanic cone of *Keilir* (1276 ft.), in the midst of the *Gullbringu Sysla*, and nearly midway on a line joining Kalfatjörn and Krisuvik, is a very conspicuous object during the greater part of a tour in the S.W. peninsula.

ROUTE 4.

AKUREYRI TO REYKJAVIK, BY WAY OF BÆGISA, ÖXNADALR, SILFRASTAÐIR, HÉRADSVÖTN, ANOKULA, HAUKAGIL, KALMANSTUNGA, SURTSHELLIR, THINGVELLIR.

(8 or 9 days. Approximate distance, 200 miles.)

Akureyri, at the head of the Eyjafjordr, is the chief village of the north, and has the largest population next to Reykjavik of any place in Iceland, which however does not exceed 500. It is a little collection of wooden houses, with a fairly good church, and a very primitive inn. The principal trade is in ponies, sheep, and shark-liver oil, the manufacture of which latter fills the air with most disgusting odours. It is 58 m. S. of the Arctic circle, and when drift ice floats down from the N. and surrounds the coast, the inhabitants have a very dreary existence. Some of the Leith steamers touch at Akureyri, and travellers will prefer to make it the starting-point for Myvatn, Askja, and the N.E. district (Route 5), and will also sometimes be glad to see the great variety of scenery furnished by the journey of 200 m. across the island to Reykjavik. In any case a guide should be secured by writing one or two mails previously. A good guide is the son of the farmer at *Moðruvellir*, 3 hrs'. ride from the town; but the traveller should write to the courteous Herra Jón A. Hjaltalín, the principal of the College at Moðruvellir. Mr. Hjaltalín was long the librarian of the Advocates' Library in Edinburgh, and he is a good English scholar, and otherwise a learned man. Or a letter may be sent, at least two mails previously, to Herra Thor-

grimur Gudmundsen, Reykjavik, asking him to meet the writer at Akureyri on such a day, with the requisite number of ponies, for the journey to Reykjavik. Or again Herra Havsteen, Oddeyri, near Akureyri, may be written to on the subject of guides and ponies.

It is preferable to sleep the night before starting on board the steamer. If it does not remain in port, the traveller must sleep at *Jensen's inn*, where there are 4 beds, or at a private house. An early start is not necessary. A good tent, and plenty of provisions, and some whisky, are requisites. The following is a record of the journey made by the writer in 1879.

We sailed from Granton at 4·45 P.M. on August 8th in fair weather, passed between the Faröe Islands, passed close to Cape Langanaes, and entered the Arctic circle. Temperature of air = 52° F.; of sea water near the surface, 47° F. At 4 P.M. (London time) sighted Húsavik; at 8·20 P.M. entered the Eyjafjorðr, and a few hours later let down the anchor off Akureyri.

1*st day.* Left Akureyri at 2 P.M., skirted the W. side of the Eyjafjorðr, going N. by a point or two W. until the valley of the Horgá river (*Hörgárdalr*) was reached; turned to the S.W. along the valley, arrived at **Bægisa.** Slept in church. Parsonage unusually large for Iceland, and two-storied. Curious triptych in church.

Vindheimajökull S. by E.

2*nd day.* Paid at Bægisa 22 kr. (about 25*s.*) for pasturage of 20 ponies, accommodation generally, and a very fair breakfast for six of us. Started late, traversed the **Öxnadalr**; scenery fine; remarkable peak, *Drángatindr*, near Steinstaðr. Stopped at 1 P.M. to pasture the ponies. Much evidence of glacial action in the Öxnadalr. Stopped for an hour (6–7 P.M.) about 4 m. from Silfrastaðir to examine a remarkable zigzag crevasse, through which a small river flowed. Curious rocks in vicinity. At 8.30 P.M. arrived at *Silfrastaðir.* Slept in tent. Church very curious; built of wood with 6 ft. of turf between, and a roof covered with sods. Very dirty inside, and hung with people's clothes. 14th cent. crucifix over the door. Lych-gate contains two bells, dated 1643. Old lock. Six-sided basaltic column formed one of the steps.

[*Hólar*, where there is an interesting church, once a cathedral, may be visited from Silfrastaðir; or the route from Akureyri to Viðimyri may be taken by way of Vellir and Hólar.]

3*rd day.* Paid at Silfrastaðir 21 kr. For breakfast they gave us some roast lamb, a sort of rissole, capital coffee and cream as usual, and a bottle of some Italian wine. Road trends to N.W. Took a guide for the river *Héraðsvötn* (4 kr.), which is difficult to cross, especially if swollen. Arrived at *Viðimyri*, saw to the N. the *Skagafjorðr*, and some islands. Then bore E. to the *Vatnskarð*, a lake in which we bathed, and where we rested for luncheon from 1·30 till 3. Crossed lava-covered hills; then forded *Blanda*, sighted *Svinavatn* lake, the S. extremity of which was rounded, and we arrived at *Anokula* at 8 P.M.

4*th day.* Paid at Anokula 22 kr. Crossed *Vatnsdalsfíjall*, and descended into the valley near *Hvamm* by a steep mountain track. Arrived at **Haukagil**, near Grimstundur at 4 P.M. Accommodation good. An excellent type of the better kind of Icelandic farm. Trout-fishing in the *Vatnsdalsa*. Basaltic dykes and other geological features of interest. The traveller is recommended to stay here for several days if he has time.

5*th day.* A very wearisome ride of some 60 m. over rough lava-covered highlands. The start should be made as early as 5 A.M., and an

extra guide and dog must be taken. A late start may involve camping out on the bare wind-swept highland, without hay, milk, or fire, and exposed to great inclemencies. We started at a good pace over a lava-strewn plain, the *Grimstundurheiði*, which we presently exchanged for the *Viðidalstunguheiði*. The *Eyrik's Jökull* appeared comparatively close. Halted by the shores of the *Arnarvatn* for rest and luncheon. Rounded N.W. side of the Eyrik's Jökull, from which glaciers were seen to be descending. Conspicuous terminal moraines on N. side. Entered upon another lava tract, the *Thorwaldshals*, passed the *Surtshellir caves*, and the *Strútr* mountain, and arrived at **Kalmanstúnga** between 8 and 9 P.M., having been more than 14 hrs. on the journey. Fine view of Geitland's Jökull. Slept in tent. Accommodation at Kalmangstúnga very bad. Farm-house extremely dirty.

6th day. Remained at Kalmanstúnga to rest the ponies, and to visit the **Surtshellir caves**, a few miles distant. The caves are vast tunnels in the lava, the floors of which are covered with ice near the entrance, while in many places large icicles hang from the roof. The floor of the largest becomes more and more rough and rugged as you proceed, and at the furthest point to which it is possible to penetrate without difficulty, there is a kind of cairn, upon which various coins are placed. Several smaller caves are in the immediate vicinity. Returned by the valley of the Norðlingafljot.

7th day. A ride of nearly 40 m. to Thingvellir necessitates an early start. Paid at Kalmanstúnga 51 kr. (£2 17*s.*), an exorbitant charge, although it included 10 kr. for a lamb (which was cooked so disgustingly that we could not eat it), and 6 kr. for the guide to the Surtshellir caves—the farmer himself. Started at 5 A.M.; passed between Ok and the Geitland's Jökull, over a rough lava tract—the *Kaldidalr*. A piercing wind descended from the Jökulls. At 10·30 A.M. stopped at *Brunnar*, near a small lake; *Skjaldbreið* in full view for most of the way. Later in the day we rounded the E. base of Armansfell, and entered the Thingvellir valley. Slept in a tent in the churchyard.

8th day. Thingvellir to *Reykjavik*, as in Route 2.

Baring Gould, *Iceland, its Scenes and Sagas* (1863), has graphically described some of the scenery of this Route.

ROUTE 5.

NORTH-EASTERN ICELAND. AKUREYRI. LJOSAVATN. MULI. GOÐAFOSS. HÚSAVIK. UXAHVER. AS. ASBYRGI. REYKJABLIÐ. DETTIFOSS. MYVATN. HVERFJALL. SKUTUSTAÐIR. SVARTARKOT. ASKJA. AKUREYRI.

(About 3 weeks. Approximately 250 m. Consult Burton, Watts, and W. G. Lock. The route of the latter has been taken in the following description.)

1st day. Akureyri (Route 4) to *Ljosavatn.* The range of hills (2300 ft.) to the E. of Akureyri are crossed, the *Fnjóská* forded, and the lake soon comes into view. Ljosavatn contains plenty of trout, and ducks and wild geese may be shot in the autumn. Accommodation good at a

farm-house which lies to the S.E. of the lake. Remains of old craters and volcanic débris in the neighbourhood.

2*nd day.* Ljosavatn to *Muli* by way of the *Goðafoss.* A ride over comparatively level moorland leads to the river *Skjálfandafljot*, near the **Goðafoss.** The fall is picturesque, but scarcely grand. Half a mile from the Goðafoss there is a second fall, but of only 15 ft.—the Geitafoss; while 5 m. lower the river once more falls in the Ullarfoss. There is good shooting and fishing in the neighbourhood. After leaving the Skjálfandafljot, a chain of hills will have to be crossed, and Muli, to the N. of the *Vestmannsvatn*, is presently reached.

3*rd day.* Muli to *Húsavik.* The route lies between the Skjálfandafljot and the Laxá, through *Nes*, to the N. of which there are curious lava pillars, and cones. Some of the latter have openings at the base as well as above, and are used as sheepfolds. The Laxá is forded between Nes and the farm Laxámýri. W. G. Lock says: "This farm is the richest in all Iceland, and the newly-erected farm-house is wholly of wood in the Norwegian style. The farmer declines to receive travellers; and it will be as well, perhaps, to mention that Englishmen are not very well received in this district, thanks to a defaulting and bankrupt English sulphur-mining company, whose resident agent quitted the country without settling the debts he had contracted with the people here." From Laxámýri to Húsavik is an hrs.' ride. There is a small inn. Both the Danish steamers and those of Messrs. Slimon call at Húsavik several times in the summer. Herra Guðjohnsson is the only merchant.

4*th day.* The **Uxahver**, or Northern Geysir, is 3 hrs.' ride from Laxámýri, and may either be visited from that place or from Húsavik. An ox is said to have once fallen into it, and afterwards to have been ejected hence the name *Ox-spring.* It is a geysir which gushes from a basin about 10 ft. in diameter, as a column of water 6 to 10 ft. in height by 4 ft. in diameter. Only a few minutes elapse between two eruptions. There are many other geysirs in the immediate vicinity, of all sizes, none of which spout to any height. There is a farm at *Reykir*, close to the springs, where the ponies can be left, and coffee can be obtained. Return to Húsavik.

5*th day.* Húsavik to *Hringsvershvylft*, on the coast to the N.E. Curious beds of Surtarbrandr. Start early. Return to Húsavik.

6*th day.* Húsavik to *As.* This route leads due E. of Húsavik at starting, and afterwards trends S. Interesting records of volcanic phenomena will be noted, particularly a number of parallel rifts. After resting at *Garðr*, *Asbyrgi*, a remarkable triangular valley surrounded by precipitous cliffs, will be reached. A small forest of birch flourishes within the enclosure, the home of numerous coveys of grouse. Accommodation at Ás farm not good, but people obliging.

7*th day.* As to *Reykjahlið*, by way of the *Hljoðaklettar* and the *Dettifoss.* Start early. The Hljoðaklettar are precipitous cliffs which furnish a fine echo, and there are groups of craters in the vicinity. The scenery along the valley of the Jökulsá—a mighty river draining the N.E. flanks of the Vatna Jökull—is very fine. *Svinadalr* farm for rest and luncheon, on leaving which, two waterfalls, the *Vigabjargsfoss* and the *Hafragilsfoss*, will be passed, and a gorge, through which the Jökulsá passes, and later we arrive at

The **Dettifoss**, the most celebrated of the Icelandic waterfalls, where the Jökulsá throws itself over a mass of columnar basalt, and falls into a chasm 200 ft. in depth. Baring Gould writes: "I have no hesitation

in saying that Dettifoss is not only the finest sight in Iceland, but is quite unequalled in Europe: it amply repays the toil of a journey to it in its fastnesses . . . The wreaths of water sweeping down, the frenzy of the confined streams where they meet, shooting into each other from either side at the apex of an angle; the wild rebound when they strike a head of rock, lurching out halfway down; the fitful gleam of battling torrents obtained through a veil of eddying vapour; the geysir spouts which blow up about 70 ft. from holes whence basaltic columns have been shot by the force of the descending water; the blasts of spray which rush upwards and burst into fierce showers on the brink, feeding rills which plunge over the edge as soon as they are born; the white writhing vortex below, with now and then an ice-green wave tearing through the foam, to lash against the walls; the thunder and bellowing of the water, which make the rock shudder under foot, are all stamped on my mind with a vividness which it will take years to efface."

The route from the Dettifoss, takes a S.W. direction, and passes over a group of volcanic hills by the *Námaskarð*, or Solfatara pass. *Myvatn* lake, which is the next in size to Thingvalla vatn, soon comes into view, and the final halt is made at the farm at *Reykjahlið*.

There are *Reindeer* in this district. Mr. W. G. Lock, who on more than one occasion has successfully stalked them, writes, "If the travellers wish to get a shot at one of these animals, they should, if here in the month of August, strike due W. from the *Dettifoss* for a lake near a mountain named *Eilifr* (the eternal). S. W. of this lake is an abandoned ruinous farmhouse, known as the *Hliðarhæli* (Ledge-hall), wherein the author has frequently passed a night, as it is right in the heart of the habitat of a herd of reindeer."

[*Denmark.*]

8th day. The numerous *Solfatara* around Reykjahlið may be visited. They resemble those at Krisuvik (Route 3), and are situated in a plain of hot viscous clay and mud. The *boiling mud-cauldrons* lie on the E. side of the plain. The mud is blue or black, and steam constantly escapes from it, ejecting the spray to a height of several feet. On the S. is the largest crater of the *Myvatn* district. It is 700 ft. in height, and 1600 above the level of the sea.

9th day. From Reykjahlið to *Leirhnúkr*, *Krafla*, and the *Hrafntinnuhryggr*. 3 hrs.' ride to *Leirhnúkr*, on the W. side of which some remarkable evidences of former volcanic action will be seen. The volcano erupted in 1725, 1727, 1728 and 1729. There are two large craters on the W. side of *Krafla*. The *Hrafntinnuhryggr* is a ridge of volcanic rocks, partly formed of obsidian.

10th day. An excursion may be made to the lava flow of 1875 in the **Myvatns Örœfi**, 4 hrs.' ride to the E. of Reykjahlið, returning in the evening. But if the traveller has already visited the lava-streams around Hekla, it is not likely that he will care to see these.

11th day. Reykjahlið to *Skutustaðir*. Good accommodation at the priest's house. Trout fishing and grouse shooting. The route leads through a wild volcanic district

12th day. Skutustaðir to *Svartárkot*—6 hrs'. ride. *Kráká* to be forded. Grouse plentiful. Accommodation moderate.

13th day. At *Svartárkot* rest ponies, in preparation for a hard day's work on the morrow. If ponies can be hired from the farmer, ride to the *Eldeyjafoss*, a fine waterfall on the *Skjálfandafljot*, S.W. of Svartárkot.

14th day. From Svartárkot to **Askja**. (Consult *Askja: Iceland's largest Volcano.* By Wm. Geo. Lock. 1881). Mr. Lock recommends sleep all day, and a start at 6 P.M., so as

to commence the ascent of the mountain at sunrise, and have all the day for exploration. The journey across the desert *Ódáðahraun*, ascent of Askja, and descent into the crater, occupies 11 hrs., to which 4 hrs. of hard work must be added for crossing the floor of the crater to the site of the eruption of 1875. Einar, the farmer at Svartárkot, must be taken as guide. The charge for himself and two ponies is 20 kr. (£1 2*s.* 6*d.*). Only good ponies should be taken, and sacks of hay must be carried for them, and plenty of food for the travellers also.

An hour's ride over moorland leads to the *Suðra*, the course of which is followed for 4 m., and soon after quitting the river, the lava desert is entered. It is about 1500 ft. above the sea, and is made up of lavas of all ages. After 6 hrs. of slow and weary transit over the Ódáðahraun, the base of Askja is reached. The ascent winds gently upwards until a height of 3500 ft. has been attained; it then becomes steeper, and the rim of the crater is crossed by *Jónsskarð*, a pass usually filled with rotten ice. On attaining the highest point, the vast crater is seen several hundred feet below. *The circumference is between* 17 *and* 18 *m., and the area at least* 23 *square m.*, and the rim of the crater rises from 800 to 1500 ft. above the floor. The mean height of the volcano approaches 5000 ft. The peaks are snow-clad for 10 months of the year, and there is a glacier to the E. of the pass, 4 m. long by 1 m. wide. The floor of the crater is covered with lava of various ages, with pumice erupted in 1875, and with the waters of a warm lake 5 m. in circumference. It is very rough walking across the lava, and progress cannot be made at a greater rate than 1 m. in an hour. A pumice crater 250 ft. above the floor rises in the S.E. of the main crater. 600 ft. below it, there is a lake formed by subsidence in 1875. S.E. of the lake there is a deep gorge, bounded by precipices 600 ft. in height.

Having left Svartárkot at 6 P.M. and travelled through the night, if all goes well, the traveller will find himself at the foot of the pass about 5 A.M. of the

15*th day.* Suppose that 12 hrs. are given to the exploration of the crater—ending at 5 P.M.—the mountain can be descended before nightfall, and the return journey to Svartárkot will take place through the night. The travellers will arrive at 4 or 5 A.M. of the

16*th day* at Svartárkot Farm, after an absence of about 36 hrs., and will be glad to turn in for a long sleep for most of the day.

It must not be forgotten that violent snowstorms, sandstorms, and fierce winds sometimes prevail on Askja, even in summer; fogs are also prevalent, and the weather must be carefully watched before setting out for the mountain. Einar must particularly be consulted. Prof. Johnstrup's party were snowed up in July 1876 in the crater of Askja, by a snowstorm which lasted 36 hrs. Mr. Lock witnessed a sandstorm within the crater, in which a column of sand about 200 ft. in height was whirled up in the air.

17*th day.* Svartárkot to *Stóruvellir.* A short journey. The Skjálfandafljot is forded near Lundabrekka church.

18*th day.* Stóruvellir to *Akureyri* by way of *Ljósavatn.* If it is desired to return by *Seyðisfjorðr* (4 dys.), the route from Svartárkot will be *Svartárkot, Skutustaðir, Reykjáliðr, Grímstaðir, Möðrudalr, Hofteigr, Seyðisfjorðr.*

ROUTE 6.

THE N.W. PENINSULA.

This is a tour which occupies about a month. It offers no particular attractions to the traveller, and we should not recommend any one to undertake it, unless he has very special reasons for doing so. Consult Shepherd's *North-West Peninsula of Iceland* (1867), and W. G. Lock's *Guide to Iceland* (1882). The general arrangements of the tour as described in these books are as follows:—

1*st day.* *Reykjavik* to *Reynivellir.*

2*nd day.* Reynivellir to *Lundr,* visiting by the way the *Glymrfoss,* caused by the small river Botnsá falling into a chasm more than 1000 ft. in depth.

3*rd day.* Lundr to *Reykholt.*—An interesting spot, both historically and otherwise. Snórri Sturluson, the author of the prose Edda, lived here, and his bath, a circular construction of masonry, 15 ft. in diameter, is still shown. There are numerous hot springs at Reykholt, as the name implies, and geysirs of all sizes and degrees of activity.

4*th day.* Reykholt to *Stafholt.* The Hvitá has to be forded. There is good fishing in the vicinity.

5*th day.* Stafholt to *Stáðarhraun.* Three rivers will have to be forded. Bad bogs exist in this part of Iceland, and the discomforts of travelling are sometimes great.

6*th day.* Stáðarhraun to *Miklaholt.* Three rivers to be forded. *Eldborg* passed on the left. This volcano is said to have been in eruption about the time when Iceland was first colonised at the end of the 9th century, Campbell says the crater is about 400 yards in diameter, and 200 ft. deep.

7*th day.* Miklaholt to *Buðir,* by the shore of the Faxafjorðr, stopping for rest and luncheon at *Staðastaðr.*

8*th day.* Buðir to *Laugabrekka.* Basaltic caves of *Stapi* should be visited. Forbes (*Iceland,* 1860) says: "The approach to Stapi is wild and picturesque; streams of lava, as on the western side, have flowed down from the many mouths of the Jökul, but all are very old; indeed there has been no eruption since the memory of man in this promontory; a few 'warm waters' alone attest its slumbering powers. . . . At the W. extremity of the terrace, in which the columns are about 50 ft. high, and regular in form, are some singularly irregular and elongated blocks standing out in the sea. They are of the same formation, but in horizontal instead of perpendicular layers."

Laugabrekka is the best place perhaps for the ascent of the *Snæfells Jökull.* Heavy snowstorms, and fogs have hitherto baffled all attempts to reach the summit.

9*th day.* Laugabrekka to *Olafsvik* round the base of the Snæfells Jökull.

10*th day.* Olafsvik to *Grundarfjord,* along the S. shores of the Breiðiförðr.

11*th day.* Grundarfjord to *Helgafell.* Lock says, "The Holy-fell is situated on a peninsula jutting northward into the Breiðifjörð, which is connected with the mainland by a narrow isthmus between two miniature fjords. In the old heathen days the hill was sacred to the god Thor; and no one was allowed even to gaze on the holy height without first having subjected himself to bodily ablution. The hill itself is curious, being formed of irregular columnar basalt, and from its summit a fair view over the Broadfjord and its countless volcanic isles is obtainable. This famous fell was chosen as a site

for one of the earliest Christian churches erected in Iceland. In the Eyrbyggia Saga is a lengthy account of the intrigues, cruelties, and murders of Snórri Goði, a priest of Thor, who officiated here."

12*th and* 13*th days.* Helgafell to *Stykkishólmr.* The latter is a port at which the Danish steamers call. Several merchants consequently reside here; among them Herr Clausen, who speaks English well, and will give to the traveller any information in his power. An excursion should be made to one or more of the volcanic islands off the coast. Take care before starting that the boat does not leak. The Icelandic boats commonly require at least one man to bale them out continuously. At *Thorsnes*, about 3 m. N.E. of Helgafell, there is an ancient Doom-ring, and sacrificial stone.

14*th day.* Helgafell to *Breiðabólstaðr.*

15*th day.* Breiðabólstaðr to *Hjarðarholt.*

16*th day.* Hjarðarholt to *Borðeyri.*

17*th day.* Borðeyri to *Guðlaugsvík*, on the W. shores of the Hrutafjorðr.

18*th day.* Guðlaugsvik to *Berufjorðr.* Another Gullfoss will be seen by the way.

19*th day.* Berufjorðr to *Kirkjubol.* From this point an ascent of the *Glámu Jökull* (2954) may be attempted. [Two or three days will be required for this.]

20*th day.* Kirkjubol to *Hamar.* Good quarters. Two hours' distance from Armuli, where a guide may be procured for the Drangajökull.

21*st day.* Ascent of the *Drangajökull* (2918 ft). Fully described by Shepherd.

22*nd day.* Hamar to *Isafjorðr* by boat (10 hrs.). This is a port at which the Danish steamers call. There is a small inn and many stores.

23*rd day.* An excursion by boat should be made to Os, where there are deposits of lignite (*Surtarbrandr*). It is mixed with shale, and contains the remains of large trees. Above are great masses of basalt and other volcanic rock.

24*th day.* Isafjorðr back to Hamar.

25*th day.* Hamar to *Staðr.*

26*th day.* Staðr to *Kirkjubol on the Steingrimsfjorðr.* (Not to be confounded with Kirkjubol on the Isafjorðr).

27*th day.* Kirkjubol to *Ospakseyri.*

28*th day.* Ospakseyri to *Borðeyri.*

29*th day.* The traveller can now either return to Reykjavik direct in 5 days; or he can go to Haukagil, and thence (Route 4) to Akureyri; or he may possibly find a Scotch or Danish steamer at the port bound for Reykjavik, or even for Leith.

OTHER ROUTES.

Other routes than those mentioned are rarely followed. If they are attempted, the work becomes almost akin to exploration. The interior of Iceland is not much known.

1. The **Sprengisandr** was crossed in 1876 and again in 1881, once from N.E. to S.W., once in the reverse direction. Starting from Húsavik, Mr. C. Le Neve Foster halted the first night at *Stóruvellir;* the second at *Isholl*, on the edge of the desert;

the third at a camping-place called *Kiðagil;* the fourth, near Arnarfells Jökull; the fifth, at *Hagi*, near Hruni, when to Reykjavik was 2 days' rapid riding. (This route is shown by a red line on the map).

2. The **S. coast** may be traversed if the rivers are not too much flooded. The route as far as *Stóruvellir* by way of Thingvellir, Haukadalr, and Hekla is described in Route 2, thence we proceed by way of *Breiðabolstaðir, Hliðarendi*, to *Ásar*. At the latter place an attempt should be made to visit the remarkable volcano *Kötla*, concerning which we have very scant information, although it has frequently been in a state of fearful eruption. From Asar to *Kálfafell* is the next journey, and from Kálfafell to *Nupstaðr*, whence Mr. Watts started for his famous journey across the Vatna Jökull. Thence by *Snæfell* we reach the base of the great *Oræfa Jökull* (6455), never yet ascended. A coast line by *Hof, Fell, Holtar*, and *Stafafell* will lead to *Berufjord;* at which port the Danish steamers call; or the route may be continued further N. to Eskifjorð, and Seydisfjorðr. (Nearly this route is traced by a dotted red line on the map.)

3. Mr. W. L. Watts, in 1875, succeeded in crossing the vast tract of unexplored country, some 3000 square miles in extent, known as the **Vatna Jökull** (*vide* map). Starting from Nupstaðr, he made his way across the Jökull to Kistufell, thence by *Askja*, and *Herðubreið*, to *Reykjahlið*, and so to Húsavik. An account of his very interesting adventures will be found in *Across the Vatna Jökull.* (Longmans, 1876.)

4. Another route from Reykjavik to Akureyri across the Sprengisandr is known as the **Vatnajallavegr Route.** It occupies 7 days; and the traveller proceeds to Haukadalr, as in Route 2. Thence to the N.E. base of *Bláfell* (camp); a point due E. of *Hverarvellir* (camp); and the third resting-place (*Eyjafjarðardalr*) is only 6 or 7 hrs. distant from Akureyri. (*Vide* the red dotted line on the map.)

There is still a good deal of unexplored country in Iceland, deserts and jökulls to be crossed, and virgin peaks to be ascended. There is no country so near home in which exploration can be so easily attempted, and we recommend it to Alpine Club men, and to enterprising young fellows generally. If exploration is really desired, let the traveller be careful to read the *Hints to Travellers* published by the Geographical Society, and to provide himself with a good pocket aneroid in a case, and a compass, thermometers, good maps, and very special appliances for resisting wintry nights passed upon elevated jökulls, or in the midst of lava deserts, which Messrs. Silver, of 67 Cornhill, will be the most likely to supply. A "Garnet Wolseley" sleeping bag is indispensable.

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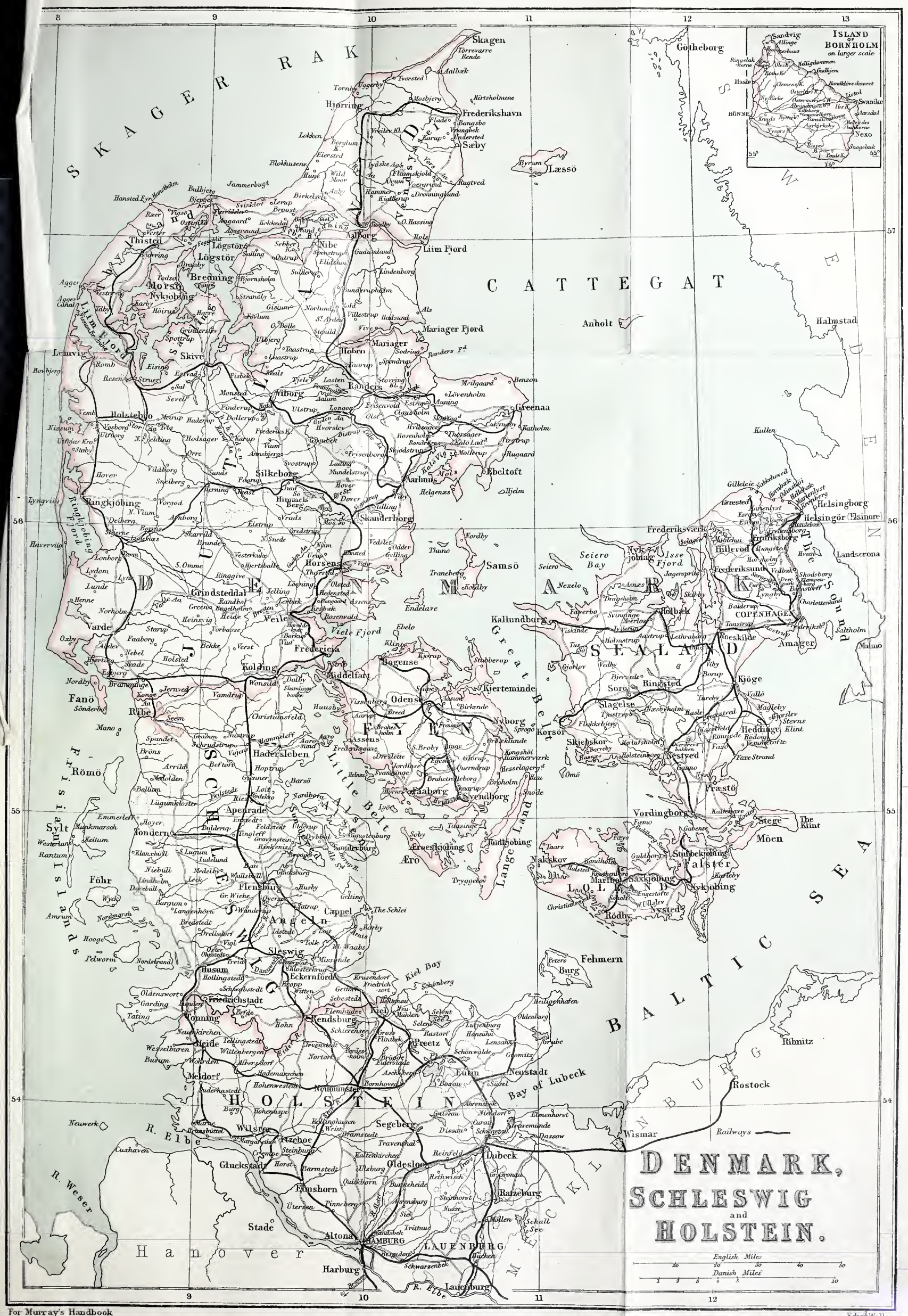

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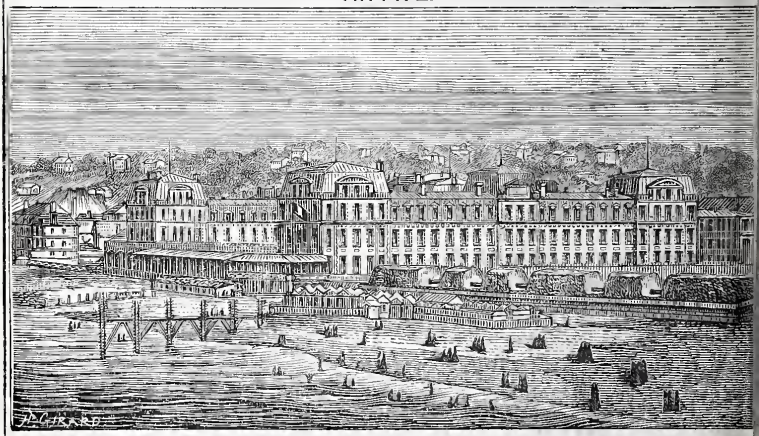

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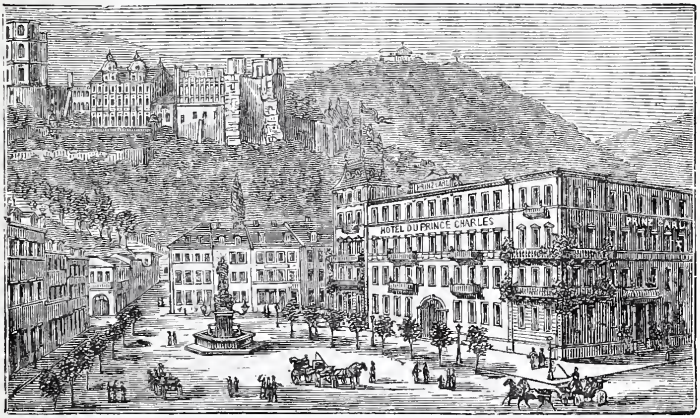

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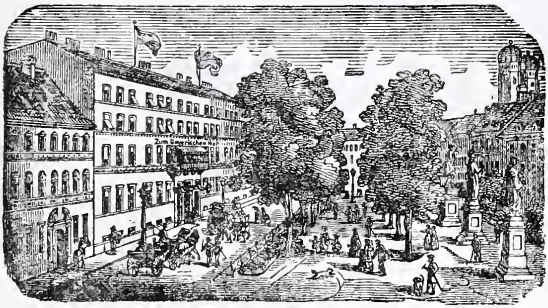

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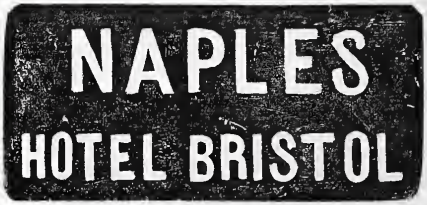

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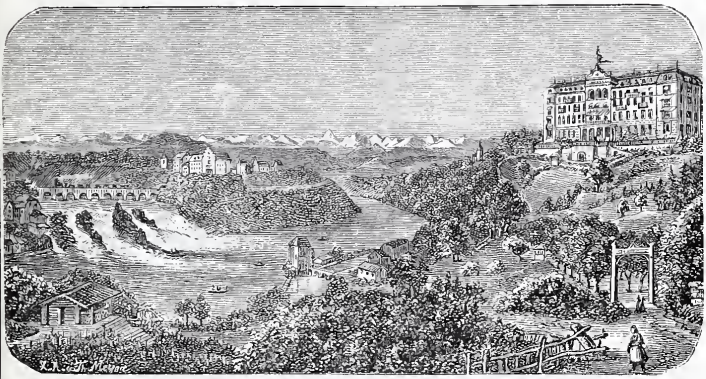

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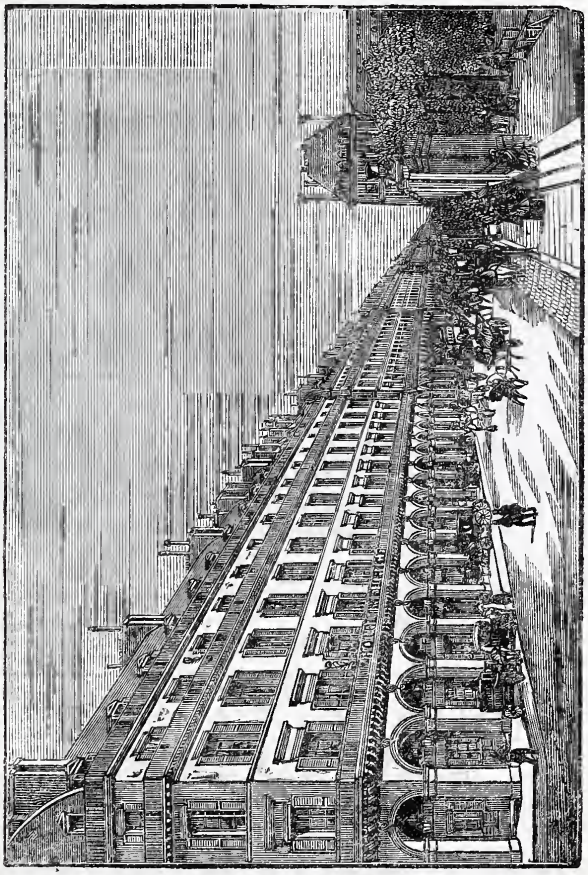

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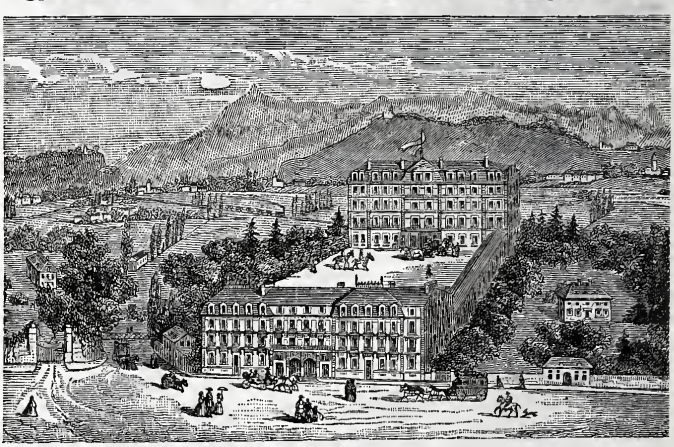

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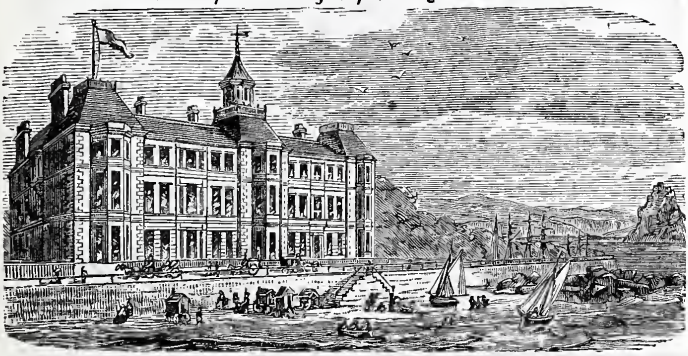

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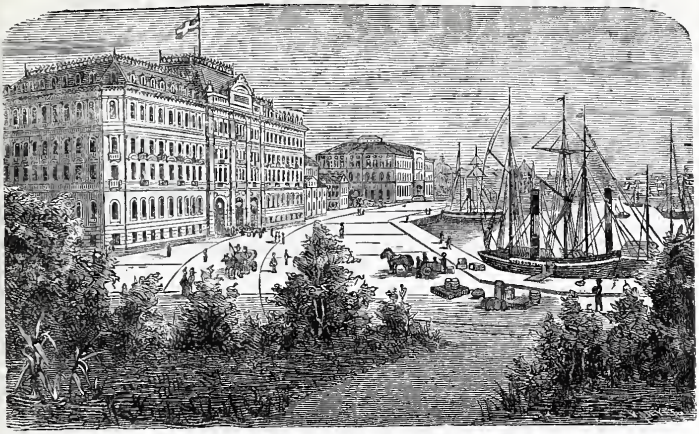

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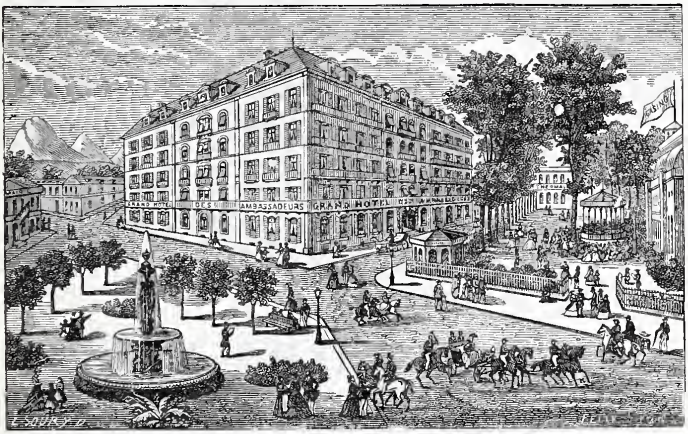

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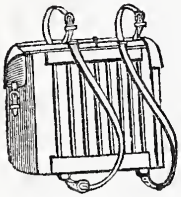

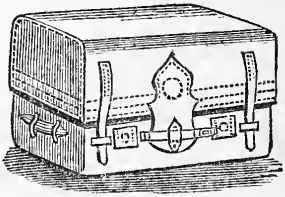

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